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GENERAL NEWS.

ENGINEERS FOR PALESTINE.
The Zionist Society of Engineers plans to send several engineers to Palestine to lay out a programme, which will include a survey of natural resources, the up-building of the country and development of all possible industries. The society will also collect data and prepare plans and estimates for the institution of industrial and agricultural projects to supply an immigration into Palestine of at least 100,000.

WHAT CHINA ESCAPES.

Poor China is generally given the discredit of being the point of the origin of plague—and so she was, of one plague, but not all! Fortunately we have not heard much during the past few days of the suspected plague in Shensi. It is to be hoped its progress is arrested. Meanwhile we may turn to that great empire adjoining China, which seems to suffer from plagues of a kind that happily do not trouble China to any extent. In India the "snake bite plague" caused the death of no less than 23,011 persons in 1917, and the Indian Government paid out in bounties Rs. 3,000 for the 73,968 snakes that were killed. Wild animals caused the death of 2,176 people, tigers disposing of 1,009, leopards 53, wolves and bears 280, elephants and hyenas 80, wild pigs 89, and crocodiles and alligators 109. But most of these animals were caught in the act—19,476 were killed during the year. These included 1,295 tigers, 6,037 leopards, 2,784 bears, and 2,147 wolves—a fearful number of plagues in themselves! Life in China has its advantages, after all—N. C. D. N.

THE EGREGIOUS BERNSTORFF.

What increases feeling in New York is the disclosure that is daily being made through the investigations of the Committee of the Senate with regard to the German propaganda in America previous to and during the war, and the investigation has been nicely timed to stiffen opposition to American leniency at the Peace Conference. Several eminent and hitherto supposedly honourable University Professors are shown to have been in the pay of Germany, and of course the Hearst papers, at one time highly quoted in England as representative of American sentiments, are deeply involved. It is a sordid revelation, but it has its amusing and gratifying features. Bernstorff had an unlimited corruption fund, and he spent his millions recklessly, foolishly, like a parvenu who had unexpectedly come into a splendid inheritance. In the language of the street, it was "easy money." Any sharper with a foolish scheme could entice the guileless Ambassador into writing a cheque, and the latter really believed he was accomplishing marvels. A gratifying feature of the affair is that the American Press as a whole was proof against corruption, and although Bernstorff scattered his millions, sentiment remained practically unaffected.



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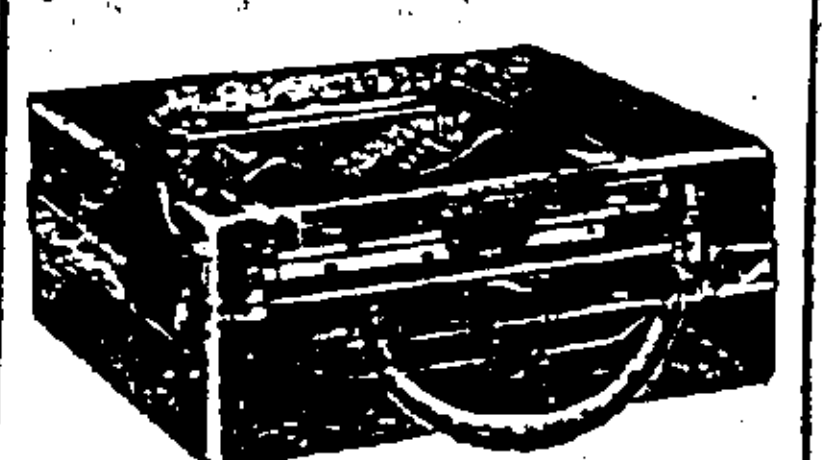
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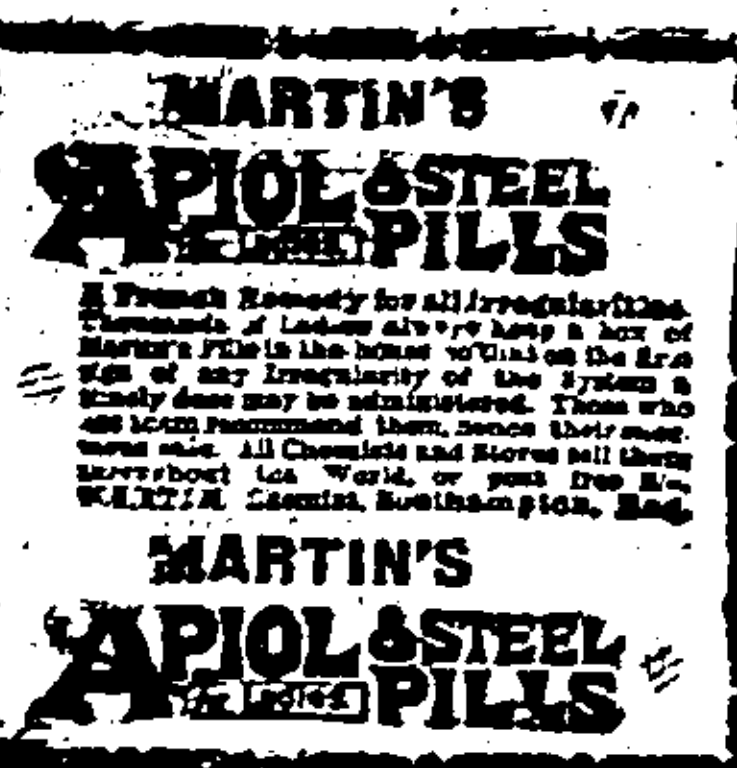
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WAR COMFORTS.

CITY HALL WORK PARTY.

The City Hall Work Party for the month of January, packed—35 shirts, 130 vests, 100 pairs pants, 60 pairs pyjamas, 8 reversible jackets, 60 bed-jackets, 30 small pillows and covers, 255 abdominal bandages, 33 washers, 186 food-covers, 294 handkerchiefs, 85 pillow-cases.

To this list the Mothers' Union contributed—9 pyjamas, 6 shirts, 5 vests, 8 bed-jackets.

We are very sorry to lose the help of this small but energetic branch, but so many of the members are obliged to turn their attention to preparations for going Home, that it is thought best to finish the War Work side of it, and continue the Work Party as it was before the War.

A considerable number of knitted garments were received, and are being held over for packing in February. All these were sent to Vladivostok.

The work-bags for the Refugee women in Siberia will be spoken of another day. The fund is going on well, but donations will be very welcome until the 500 mark is reached. The cost of a bag is \$1.00, and we are still some \$300.00 short.

Wadded coats in two sizes can be made by the City Hall Work Party tailor at a cost of fifty cents each. 17 have already been sent, and we would be glad to have more, to send North, before the end of the cold weather.

Various donations of clothes, etc. have been received and forwarded during the month, and our thanks are given to the donors.

The following is an extract from a letter containing a very urgent appeal, from Miss Inness, formerly Matron of the Matilda Hospital, in Hongkong, and who has recently been nursing in Siberia, until overstrain forced her to return to England.

Shanghai, Jan. 18th, 1919.

I am so disappointed to find that I am going Home by Canada, and shall not be coming to Hongkong; I was so looking forward to unburdening my mind, and telling you all of how much Siberia is depending on Hongkong. And I wanted to appeal so strongly to the men for something they could do to help that most desolate, heartbreaking, Russia—at all events, those who are helping her—the Czechs. They do need distractions and amusements so badly, and they have nothing. This may seem to you trivial, but it is vital. These men have been fighting for 4 years, and for that time have had no news of those they have left behind. Many have shell-shock, some are paralyzed, others mutilated—all need cheering, and we had nothing. I used to feel frantic at Bucheda, wondering how to get the men through the long days and evenings, with nothing to relieve their brooding over their terrible memories. Could the Clubs not send them old papers, and playing-cards, and could not someone collect a Gramophone, mouth-organs, old violins, and send them up by every boat that goes to Vladivostok? And cigarettes? I used to feel murderously envious of the men in Hongkong, with their unlimited cigarettes, and we had not one to give our patients. I send you a list of some of the things we need, and know you will do all possible to send something up.

Bengal's food. Brands essence, Home next month and April, that it devolves upon the remaining workers to come regularly and keep going for the next few weeks, or we won't get the work done before the hot weather.

STHEL M. STARR.

Feb. 17th, 1919.

ACKNOWLEDGMENTS.

The Royal Herbert Hospital, Woolwich, S.E., 18.

Dear Mrs. Stabb,—The box of Hospital Comforts which the Ladies of the War Charities Committee promised me a little time ago, duly arrived last week, and we had a great time unpacking it.

You have sent me a very generous supply of articles of which we were badly in need, for our stock had run low, largely owing to the numerous admissions of influenza patients. We were especially short of Pyjamas, so your supply were particularly welcome.

Both in material and workmanship the Hongkong standard has been well maintained, no less than in the packing, on which Mrs. Dyer and Mrs. Hargrave had so much to say. I am sure that the

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I need hardly say how much I appreciate your kindness in sending so many very useful things to me. Might I add that our wounded men particularly wish me to convey their united thanks to all the Ladies who have in any way helped to send them such comfortable garments?—Yours sincerely,

R. A. RUTHERFORD, G.A.M.M.S.,
Asst. Matron.

48th, Stationary Hospital, E.E.F.
Dear Madam,—I cannot find words to express my gratitude for the lovely box of Comforts for the troops which arrived to-day—a list of which is added. Please convey to the kind workers our very hearty thanks and appreciation of their generous and useful gifts. The patients are delighted and wish to add their thanks to ours. The nights are chilly and the woolen garments are a great boon. Wish the Guild every success. Ever sincerely and gratefully yours,

MR. R. F. JOHNSTON.

The Weihaiwei correspondent of the N. C. Daily News writes under date February 1. Mr. R. F. Johnston is leaving to-morrow by the Fengtien for Shanghai, en route to Peking as he has accepted a post in the Chinese Government under the Minister of Education. Mr. Walker will then be Senior District Officer until the arrival of Mr. Blunt, when the former will go on further. Capt. Binny is to be Junior District Officer. The removal of Mr. Johnston from here will be a great loss to the British Government as he has the reputation amongst the Chinese of not only being a very capable officer, but very just and fair in all his dealings brought before him for decision.



FRENCH WOMEN.

TO FIGHT FOR NEW RIGHTS.

Gertrude Atherton writes from Paris as follows:

Nothing could be greater than the contrast between the Paris I visited in 1916 and the Paris of to-day.

When the siege of Verdun was at its height there seemed to be no prospect of our entering the war, but during the three months I spent in the French capital, I encountered nothing but the high-hearted tranquillity and security of a country at war and calmly waiting developments. Occasionally, when I asked if there was any real possibility of Verdun falling, the answer would be: "It is possible."

But even then there was a firm faith in the eventual victory of civilisation over slavery.

I am told this was the attitude during the last dreadful period of the German offensive, when there were nightly air raids and visitations from Big Bertha.

PEOPLE ARE RESTLESS.

I knew when I arrived, December 12, that I was too late for the wild rejoicing following the armistice, but I did expect to find another order of tranquillity, not the lofty serenity of a tempered people with much yet to endure, but a happy and possibly radiant temper that would create as memorable an atmosphere as that of 1916. I find nothing of the sort.

With the sole exception of the twenty-four hours immediately after President Wilson's arrival I have found the French people restless, dissatisfied, anxious. The air of winding themselves up and pushing themselves along was noticeable in the throngs on the street and in the great shops, even on the day and night before Christmas.

The shops were blazing with electricity, both within and without, in the fashion of our own Broadway. The people were buying and promenading, but their faces were grim or sullen. Nowhere did I see the joy or the light irresponsibility of the season.

It is true that very many women were in black, that no one thought of the living without sad, bitter memories of the dead, and there is probably not a household in France without a gap at the table.

But, although one can almost see the legions of dead pressing eagerly among these black throngs that must carry their burdens for so many years, their sorrow by no means is the secret of their deep discontent, particularly among the women. The men who have spent four long years at the front, and even the older men who have worked for France far behind the lines, are more philosophical. But the women bitterly resent the armistice.

Our impression in America was that, given another month, the Germans would have been forced to surrender unconditionally. Here they tell me that ten or, at most, fifteen days would have seen a complete and ignominious defeat, upon which the French had set their hearts. An armistice seems to them a contemptible compromise.

The Germans have saved their immense army intact, their hatred is inviolate and the people, far from admitting themselves conquered, are giving daily proof that there is only one kind of a German, of which the scapegoat Kaiser was the figurehead.

On the day of mobilisation in August, 1914, the men of France went to war saying: "It is for our children. We fight now that there shall be no more war for a century."

The women said: "Go and conquer the Germans once for all. We must suffer that our children shall be happy."

SURRENDER MEANS LITTLE.

But to-day there is no such assurance. The surrender of the fleet means little for the Germans were too cowardly to use it. The fact remains that Germany is still mighty, boastful, venomous and planning for the next war. Her morale was low when she feared invasion and a real victory by the Allies, but it went up with a bound when she found that her precious hide was safe, and she has been plotting day and night ever since.

If there should be another war, ten, or even twenty years hence, then all this terrible sacrifice and suffering will have been in vain. The millions crumbling under the soil of France will have given their all for little more than the tranquillity of Paris.

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Only the greatest wisdom and harmony at the peace congress can avert this haunting tragedy, and when one considers that the fate of the world will be in the hands of a few fallible men, all of whom have made mistakes, one ceases to marvel that the French women, who have so bravely struggled with the bitterness of death these past four years in the hope of ultimate recompense, should be too full of resentment and anxiety, too disgusted to rejoice with a whole heart over an armistice that leaves the enemy crippled but slapping himself on the back.

Ten days more and there would have been a victory that would have crushed Germany to the earth, avenged every wrong and insured external peace for France for a century at least. Is it to be wondered at that they resent the armistice?

WOMEN ARE TERRORS.

It will be remembered that the women of the lower classes of France were more vicious and fearsome than the men during the Reign of Terror and even during the Commune. Mingled with the fear of what would happen if the Socialists got the upper hand and demobilised the troops abruptly is a growing apprehension of the stand that the women of the working class may take.

There are grievances past and apprehended. The soldier in the trenches received 5 cents a day, his wife 20 to 30 cents a day, with about 15 cents for each child, in Paris, and 10 cents in the provinces. Good Socialists, on the other hand, in favour of Albert Thomas, were withdrawn from the trenches and placed in munition factories where they earned from \$3 to \$4 a day, their families receiving the same allocation as those of the soldiers risking their lives for 5 cents a day.

To use a good old American phrase, the women of the latter division have been "growing madder every minute" for some time past and the unpopular armistice has brought their grievance to a head.

Many women of both classes, moreover have made high wages themselves in the munition factories and find this source of revenue abruptly cut off. They are demanding to be taken on in the factories for agricultural implements and other necessities of peace times, refusing flatly, vast numbers of them, to slide backward to dependence and insignificance.

The women whose husbands had fat jobs in the rear have saved a good deal of money, but those upon whose exertions the family was practically dependent, for an allocation did not go very far, could put little by, and there is naturally bad blood between those who have sacrificed much and those whose only hardship has been highly remunerative work.

The question of independence is all acute. A medieval law still exists in France that entitled a husband to his wife's earnings and gives him control of her property unless it is otherwise stipulated in the marriage contract.

After four years' absolute control of home economies, dispensing, as they willed, making more money in a day than their husbands formerly earned in a week, it would be miraculous indeed if the French women of the industrial and commercial classes with a veritable passion for thrift and for petty finance, short tempered and resenting even a trivial injustice, were not to be found

and with a capacity for destructive fury when fully roused that is unequalled by any race in the world, should subside automatically at the declaration of peace and become mere creatures of the men.

PARTNERS OF HUSBANDS.

The women of the bourgeoisie were always partners of their husbands, but there was nothing of the sort in the vast industrial class and in this class lies the danger.

Every now and then a deputy lifts his voice in favour of the franchise for women, believing that if they are granted the power to vote and alter some of the dusty old laws they will give less trouble in the end. It certainly will require all the tact men possess to divert these fires seething at present below the surface, fed by memories of the agonies of the years of war and the apprehension of what yet may be in store for France.

These women have been intensely loyal to France, but they now have a strong inclination to be loyal to themselves and to those dependent upon them, many of whom are legless, armless, and tubercular. As men in all countries are notoriously stupid where women are concerned, and as Frenchmen are, perhaps, the most conservative of all, and the most determined to keep women in their place and maintain their own ascendancy, we may see some lively times as soon as the demobilisation is complete.

One solution would be back to the soil restored homes and small farms all over the rest of France, bought from the large proprietors willing to part with the land they can no longer find the men to till.

But here again the women step in. They don't like farm life and are not going to be tempted by the landlord's high wage, much less when they must do a large part of the work themselves. They prefer the towns, where they can go to the cinema and wear tight skirts and high heels. They do not object to work if it is remunerative, for they are an energetic and industrious race, but the time is gone by when they will work without reward, and after the most trying war of modern times, during which they have made the acquaintance of far more than loss and grief, they propose to have their full share in the rewards of peace.

They have found themselves, and if the men are wise they will yield with what grace they can muster; otherwise they will have their eyes scratched out.

History has taught us that the French woman's nails are the sharpest. But how much have the men learned from history, anyhow?

JAPANESE STEAMER MISSING.

Another Japanese steamer is reported missing, says the *Japan Chronicle*. The *Kinko Maru*, 2,180 tons gross, owned by the Tatsumi Kisen Kaisha and chartered by the Mitsui Bussan Kaisha, sailed from Singapore for Saigon on November 15 last, but nothing has since been heard or seen of her. The owners are now giving her up as lost. She had a crew of 37. No details of her cargo are given.

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BIRTH.

ROYLANCE.—At the Government Civil Hospital, on February 18, the wife of Inspector Roylance, of a son (Allenby).

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 18, 1919.

A WORLD NATION.

The text of the League of Nations Covenant which has just been published marks the first step in a new era of the world's history, an era of new and nobler principles, of true prosperity to all nations, of lasting peace and international good-will. The League of Nations is now more than a theory, for the Covenant, as drawn up, shows that there is every chance that it may soon become an accomplished fact. Never has the future of nations been more promising, for in a League of Nations will be found the remedy for all those evils with which the path of progress and peace has been beset from the beginning of history. The new system which we are to have is so stupendous, so full of change, that it is difficult to realise it in full. The possibilities are endless, but even now it is possible to understand some of the benefits which will accrue to us. First and foremost, the new order of things will sound the death-knell of war, that terrible scourge that has ravaged the world from the beginning of time. If we turn the page of history we will realise the magnitude of this gift from the League of Nations.

History is composed of wars, and we, in our time, have known in full what war means. The last four years are like a nightmare: think of the unutterable tragedy which has been enacted in Europe and which has left it shattered and devastated; think of the millions of precious lives which have been sacrificed; think of what might have resulted if Might had overcome Right. A League of Nations means the end of all this; it means that a remedy has at last been found which shall do away with for all time the terrible evil which the world has suffered from throughout the ages. Of course much will have to be done before this Utopia can be realised, but the text of the Covenant shows that the many obstacles can be overcome if only the nations work together earnestly for the common good. The old system of international relations must go. The world must be one big nation in the future, and not, as now, a host of conflicting races with selfish ideals and petty desires. There must be no secret treaties between nations, for in that way lies animosity and hatred; instead the future of international intercourse must be one of honourable and friendly relations, in which the different States shall work in harmony in the knowledge that respect for the obligations imposed on them is the only way to ensure peace and mutual progress.

And there is every likelihood of this happy state of affairs taking place, for the nucleus of the League is composed of those powerful States, the integrity of which has been tested in the fire of war. Never has a time been more propitious than the present. Britain, France, Italy and America, the four most powerful states in the world, are, after four years of war, bound together by ties of friendship and esteem, which nothing can break. A League of those four nations would be in itself powerful enough to preserve the future peace of the world, but with the help and sincere co-operation of the other nations, everything is possible. There will, of course, have to be a great amount of give and take on all sides. The stronger nations will have to forgo many of the rights they possessed before, and the smaller and weaker nations will have rights that must be respected and upheld by the League, but there can be no question that the scheme as laid down in the text published yesterday is eminently practical in every detail. When the League of Nations has really become a practical organisation, there can be no war: that is the main fact, and we look forward to this happy consummation at the earliest possible date.

NOTES AND COMMENTS.

"DAMNED IMPERTINENCE."

With regard to the remarks made in our issue of Friday last, under the heading "Summary Court Humour," it appears that Mr. Leo Longinotto takes objection to the statement that he, with other solicitors, discussed the sequence of Marie Lloyd's husbands. At the Police Court yesterday afternoon, Mr. Longinotto interrogated our reporter in a very rude manner, stating that he considered the article referred to "a piece of damned impertinence." He stated that he had not read the article, but he had been informed that it made him appear as an authority on the subject in question. Mr. Longinotto further stated that if, in future, he could possibly prevent the Telegraph reporter getting any information, he would do so and concluded his harangue by stating—"And you can put that in the paper as well, if you like." When Mr. Longinotto reads the article, he will no doubt find that the construction placed upon it by his informant is not correct, for it contains nothing which would lead a reader to believe that Mr. Longinotto is an authority on anything, and we would add that what was reported actually took place. However, we have no objection to Mr. Longinotto taking umbrage at reports in the Telegraph, but we strongly object to threats made in public by a Government official to interfere with our reporters in their work of securing news. We publish this because the threat was made in the presence of disinterested parties.

VICTORS OR VANQUISHED?

There is now no doubt about it that the Germans are still in a very haughty and unchastened mood, despite the fact that they have lost the great gamble on which they staked their all. We do not know whether that remark can truthfully be applied to Germans of all and every class, but that it fits the case of the official element in the Fatherland there can be no shadow of doubt. We have Herr Erzberger, for example, talking about "a new war" if the *pouvoirs* for an extension of the Armistice did not succeed, while the German Foreign Minister indulges in a deal of claptrap from the reading of which one might almost assume that the Allies, and not the Germans, had lost the war. Herr Schiedemann, too, has the audacity to lay down ten essentials which include, amongst other things, the restoration of Germany's Colonial territories. If these be the utterances of the members of an alleged reformed and democratised Government, we almost shudder to think what would be the men of the Old Gang if they had still remained in office. German Democracy assuredly has a distinctly militaristic flavour about it.

NO TIME FOR MERCY.

The point that must occur to anyone reading these messages which put forward the German attitude is the "nerve" of the Boches in "demanding" this and "insisting" on that. Who are these representatives of a defeated, disgraced and humiliated race that they should, at this time of day, assume a dictatorial attitude towards their conquerors? The presumption-jousness of these Huns is as astounding as it is galling. The Foreign Minister must almost be a humorist besides possessing an over-flow supply of self-assurance, for he comes forward with the statement that the Entente's victory was economic and not military. He apparently has forgotten all about Marshal Foch's hammer-blows and strategic successes in the last few weeks of the fighting; his Army Commanders could probably enlighten him somewhat on that point. It is high time the Entente Powers took a firm stand in their dealings with the Germans and made them actually feel that they are the conquered, not the victors. We have no sympathy with those who would like the bed softened for the Huns; let them be made to taste the bitterness of defeat. If they were but the victors, we know what precious little consideration the Entente peoples would be shown. The German idea was to grind the Allies to dust. It almost succeeded; only by terrible sacrifices was the fate averted. The time has now come for Germany to pay the bill. She deserves no mercy whatever; we trust she will receive none.

DAY BY DAY.

CURIOSITY HAS AN APPETITE WHICH IS VERY SHARP BUT VERY EASILY SATISFIED.

The opening rate of the dollar on demand to-day was 3s. 1.11-16.1.

The route to America via the Commercial Pacific Cable is interrupted.

The Great Northern Telegraph Co. announces that as a temporary measure, figures are accepted in the text of Deferred Telegrams to Japan.

According to the recent telegram from Shanghai, Dr. Sun Yat-sen, one of the seven Administrative Directors, now at Shanghai, will soon leave for Paris to attend the Peace Conference.

The dead body of a Chinese has been found at the staircase of house No. 23, Bird Street. The deceased, who appears to be about 35 years of age, has not as yet been claimed.

Messrs. Benjamin and Potts advise us that the Shanghai Dock and Engineering Co. has declared an interim dividend of five taels for the year ending 30th April, 1919. The dividend is payable on March 4th.

The Railway is providing special accommodation on the 10.33 a.m. train from Kowloon (last ferry 10.15 a.m.) for ladies attending the Ladies' Foursome Competition for the Lady Rees Davies Cup at Failing Golf Club on Friday, the 21st instant.

During last week there were notified nine cases of cerebro-spinal meningitis, of which six were fatal; two fatal occurrences of diphtheria; and one non-fatal case of scarlet fever. Since then, three cases of cerebro-spinal meningitis (one fatal) and two fatal occurrences of enteric fever have been reported. All the sufferers were Chinese.

This morning, while a Chinese was taking his walk down Des Voeux Road at 5 o'clock, he was stopped by a constable who was anxious to have him examined. He was delighted when the search revealed 31 taels of prepared opium, tied round his waist. Mr. J. K. Wood was delighted as well to welcome him into his parlour, and told him in a few well-chosen words how delighted the Hongkong Government would feel if he contributed \$2,000. If he does not oblige, then he will go to gaol for nine months.

A certain Chinese took special delight in watching jugglers. He went yesterday evening to the piece of vacant ground opposite the Central Market to witness Chinese jugglery. Amongst the crowd there were other jugglers—those nimble fingered fellows who prey on bulging pockets. One such pocket-juggler succeeded in removing the purse of the particular Chinese who is one of the dramatic personae of our story. The latter's delight was great when the purse was restored to him. Fortunately, Mr. R. E. Lindsell did not order the purse to be confiscated. The thief was kindly requested to spend three months in V.G.

Mr. John R. Somers, who is to give a Variety entertainment, at the City Hall, to-morrow, will include in his programme an astonishing pistol trick in which a pistol is loaded with a marked bullet by a volunteer assistant from the audience and fired at the performer who catches the bullet either in his mouth, his hand or in any other manner he may be requested to do. Mr. Somers has performed this trick with great success in many parts of the East. It will be recalled that Ching Ling So met his death by performing a similar trick, but Mr. Somers assures us that he does it "in a slightly different way." To-morrow's programme, which is a most attractive one, comprises three parts—character studies, monologues and "chalk talk," and conjuring.

AN ISLANDER'S DIARY.

[BY "ANAX"]

There is not much variety in the week's happenings. The rumour during the week-end at the annual general meeting of the Humphreys Estate Co. absorbed all the interest. Mr. J. M. Alves' onslaught brought a few wigs on the green. It had been bruited about that he intended to smite hip and thigh the Board which had refused to take him into their bosom. In fact, he had shown his well-prepared philippic to many of his friends and caused it to be published a day before the meeting, and most of his friends were bewitched. "Mon, 'tis gran" indexed the feelings of his coterie. But although our friend does not lack the very first essential of generalship, the ability and readiness to seize the psychological moment, he went about it in the wrong way. His bomb missed fire and Mr. J. Scott Harston got on the line in front with a goods train that took a tremendous amount of hauling. The situation was perfectly tragic from Mr. Alves' point of view, but somewhat reasonable from that of the Board of Directors. Mr. J. Scott Harston and Mr. D. E. Clark provided a wet blanket to smother the explosives lying about. Mr. Alves' contribution to the scene was a clever display of discontent, but as the torrent of his eloquence proceeded we were reminded of the rebuke of Juvenal: *Hoc tolerabile si non et furere incipias*.

Mr. Leo d'Almada was tempted to break a lance with the Chairman for he had made the study of Mr. Alves' building interests his own special metier. He joined in what was, after all, a domestic settlement of accounts. It is quite possible that the meeting would have been a little livelier if Mr. J. M. Alves had been able to reply to each point as answered by the Chairman. His speech was full of challenge, and innuendo and what was intended as a Bertha shell fizzled out like a harmless squib of novelty and brilliance. The large crowd that Mr. Alves succeeded in gathering round him did not find him like a sparrow alone on the house top.

Mr. Alves' arguments have been variously criticised. There were members of the Chairman's household who thought it was mere milk and water; there were others who thought it was meat that was the proper nourishment for Directors' stomachs. If Mr. Alves has not been successful it is not his fault.

'Tis not in mortals to command success,
But we'll do more, Sempronius, we'll deserve it.

The activities of those very useful persons, Directors, and their relations to the Companies whose affairs they manage, have from time to time been open to attack, but there is nothing to shut the door against the infusion of new blood should the shareholders deem such necessary. Investors should have no occasion to grumble, for if they are dissatisfied with any particular Director they could combine to get rid of him at the annual general meeting of the shareholders when he retires by virtue of the articles of association. My experience of Hongkong is that this is the exception and not the rule. The ideal to be aimed at by the Directors should be the protection of the investor's interests. So far as Hongkong is concerned, we have been singularly free from any canker in our joint-stock companies. They have been, as a rule, honestly formed and honestly conducted. An ill-advised venture is not necessarily a dishonest one. Some people are too optimistic.

One of the poets talks of "Satire yielding her mighty fall." He must have had a prophetic vision of Saturday's thunder. Never was a flail so ponderous as that brought down with 23-horse power to quash the Board of Directors of the Humphreys Estate Co. It was magnificent. It was war in the

CORRESPONDENCE.

HUMPHREYS MEETING.

[To the Editor of the "Hongkong Telegraph"]

Sir,—To enlighten a much-fuddled public, it would be highly interesting if Mr. J. M. Alves would kindly find answers to the following questions:—

1. Whether it is true that he is making 20 per cent. on his benevolent (sic) housing scheme?

2. Whether it is true that the mortgage to him will be gradually paid off before his own mortgage to the original holders is returned?

3. If his reply to the last question be in the affirmative, how will the ultimate purchasers be secured if anything should happen to Mr. Alves before his own mortgage has been paid off?

4. Whether the idea of an extra room will not fall through owing to certain Government regulations regarding the width of streets?

5. Is it true that the expense of keeping the houses in repair will not be much less than the rent?

6. Whether the houses in question will not have to be pulled down and rebuilt in five years' time?

7. Whether after all his scheme is not as old as the hills and in constant practice at the present time through the medium of loans by banks and loan and mortgage companies?

Also it would be well to have Mr. J. Scott Harston's views on what he actually means by

"seeking to turn one of the Directors off the board when such director came up for re-election"; and

"when a vacancy of another kind occurred etc."

In my poor opinion, a director, whose term expires, is *ex ipso* off the Board until such time as he may be re-elected. In other words, seats are vacancies until they are again filled by the former holders or others elected by the votes of the shareholders.

Apologising for interfering.

Yours etc.

FAIRPLAY.

Hongkong, February 18, 1919.

A SHAMREEN MEETING.

BRITISH CHAMBER OF COMMERCE.

[From Our Own Correspondent.]

Shamreen, Feb. 17.
This evening the annual general meeting of the British Chamber of Commerce of Canton took place at 6.30 p.m., in the Chamber of Commerce Room at the Victoria Hotel.

Mr. H. Staples Smith, being in the chair, opened the meeting, and the report for the past year was circulated. In a short speech which followed for the adoption of same, the Chairman expressed thanks to Mr. O. W. Darch who had, owing to sickness, been compelled to tender his resignation. He has been Hon. Secretary to the Chamber since June, 1915, and unfailing interest had been given. Mr. G. H. Bowker had taken on the Hon. Secretaryship since Mr. Darch's resignation and was deserving of the highest praise for the way in which he had carried on. A hearty vote of thanks was due to Mr. Wm. Farmer for the privilege of the use of the Chamber room in the Victoria Hotel. The report was seconded by Mr. Darch and unanimously carried.

The Committee for the ensuing year was elected as follows:—Messrs. Darch, Forbes, Peel, Kavarana and H. Staples Smith (chairman).

These names were proposed by Mr. C. G. Fry and seconded by Mr. H. E. Smith.

It was agreed to fix the subscription for the ensuing year the same as for last year, as no reason was forthcoming to warrant increasing the amount. This was proposed by Mr. H. S. Smith and seconded by Mr. H. E. Smith.

The funds of the Chamber of Commerce were reported to be good, with a credit balance of over \$1,000; and on the proposal of Mr. Sutton, supported by Mr. Bowker, a donation of \$100 was voted to the French Chamber of Commerce.

TO-DAY'S MISCELLANY.

In California cotton has recently been gathered by machinery. The device works on the principle of the vacuum cleaner, and means a revolution in cotton-picking methods that must benefit the whole world. Hitherto from 100 to 200 pounds per person per day was the ordinary rate of picking. There was much waste of the crop, as the worker did not care to indulge in the back-breaking process of gathering near the ground, and confined himself to the bolls on the top of the plant. Government reports estimated a waste of as much as 50 per cent. But the machine gathers all. It is a comparatively light structure and easily moved about. It has a 16-horsepower engine, a centrifugal separator for parting the cotton from the leaves and debris taken in, and a suction pump for the five nozzles, which are at the end of the 18-foot rubber tubes. Each nozzle is operated by a man, and the five between them can gather 5,000 pounds a day.

One of the most original election addresses on record was that issued by Dumas pere in 1843 when he stood for a division of Paris. Although Dumas has been an ardent Republican long before the downfall of Louis Philippe, it was mainly as an employer of labour that he sought the suffrages of democracy. "During the past 20 years (he wrote) I have composed 400 volumes and 35 plays. Each volume averaged a sale of 4,000 copies, and each play averaged 100 performances. I have thus helped to give much employment to printers, papermakers, bookbinders, booksellers, &c.; also to actors, actresses, stage hands, scene printers, theatrical costumers, &c. The sale of my works produced about 11,853,000 francs, and the money paid to see my plays totalled about 6,360,000 francs. Taking the average daily wage of all concerned at three francs, and reckoning 300 working days to the year, my books have kept 692 persons for 20 years and my plays have kept 1,041 persons for the same period." This address, of which huge quantities were distributed, failed in its purpose. Twenty years later Dumas sought election for Guadeloupe and was again defeated, polling only 3,000 votes to his opponent's 15,000. This so disgusted him that he tried for Paris.

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THE COMING RACES.

TRAINING NOTES.

There were a fair number of ponies out this morning, and the weather was again fine. The training, so far, shows that, for the Derby, the best candidates come from the Ewo, Moller and Potts stables, but it is believed that if there is an upset in the big event it will come from Mr. Knoll, on Grey Mouse, which did an exceptionally fine gallop yesterday, over three quarters of a mile, the time being one minute and thirty-seven seconds the last quarter being done in thirty-one seconds. Being a "kept over" pony, Grey Mouse, has an advantage over the new points.

The old ponies seem to be going about the same, but to-morrow's and Saturday's gallops will enable further discrimination. Black Jack and Grey Goose are both going very well, and should each win races. Sir Paul's old ponies are also in good form. The old ponies from the Ewo stable are going rather slow in the training, but they look very fit and well. Of the subscription griffins, Burst Length and Cornhill and out, but it is believed that Mr. Knoll has "something up his sleeve". The following times were taken this morning, the letter "i" denoting the inside (sand) course, and "o" the outside (grass) course:—

DERBY GRIFFINS.

Claret (o). One mile. Last three quarters:—35 2/5; 1.12; 1.44 1/5.
Wisdom (i). Three quarters of a mile:—31 2/5; 1.6 2/5; 1.37.
Alexander (i). Three quarters of a mile:—35; 1.10; 1.42 3/5.

SUBSCRIPTION GRIFFINS.

Stiggins and Torbay (o). One mile and a quarter. Last mile:—40.1/5; 1.19 2/5; 1.53; 2.27 2/5.
Club (i). One mile. Last three quarters:—31; 1.14 4/5; 1.46 3/5.
Spade (i). Three quarters of a mile. Last half mile:—35 4/5; 1.9 4/5.

Napoo (o). Three quarters of a mile:—34; 1.8; 1.45.
Blighy (o). Three quarters of a mile:—34; 1.8; 1.43.
Morning Star (o). One mile. Last three quarters:—37 3/5; 1.14; 1.54 1/5.

OLD PONIES.

Night Hawk (i). Three quarters of a mile:—34 3/5; 1.8; 1.39.
Tyam Chief (o). One mile:—37 2/5; 1.12 3/5; 1.47; 2.20 1/5.
Burning Daylight (i). Three quarters of a mile:—32 2/5; 1.5; 3/5; 1.38.
Formosa Chief (o). One mile:—36; 1.12; 1.48 4/5; 2.21 2/5.
Sandy (i). Three quarters of a mile. Last half mile:—34 4/5; 1.52.
Grey Goose (i). Three quarters of a mile:—36; 1.8 2/5; 1.40.
American Chief and Essex Chief (o). One mile. Last three quarters:—37 1/5; 1.11 2/5; 1.44.
Dun Duke (i). Three quarters of a mile:—35; 1.8 2/5; 1.41 3/5.
Black Jack (i). Last three quarters:—36; 1.11; 1.45.

TRAMWAY RETURNS.

The following is the approximate statement of the Hongkong Tramway Company's traffic receipts for the week ending 15th February, 1919:—

	Receipts	Aggregate for week	Percentage for 1918
This Year:—	\$12,811	\$100,891	
Last Year:—	18,148	94,318	
Decrease:—	5,337	6,527	
Decrease:—	2.93%		

DAY BY DAY.

Our report of the Rev. J. Kirk Macdonald's sermon is held over until to-morrow.

The total secured to date by the Red Cross flower stall at the Hongkong Hotel is \$1,318.84. The stall will be open every morning during Race Week.

The Police Reserve Gazette for February has made its appearance. A feature in it which should appeal to all are the racing notes, giving an idea of how the ponies are shaping for the coming Meeting. There are some illustrations, including a photograph of Mr. J. W. Franks, who is now in command of the Force, while light prose and poetical items go to make up a most interesting number.

Quite a novel case came up this morning before Mr. R. E. Lindsell, in which Sergeant Murphy appeared to prosecute a Chinese constable for neglect of duty. Mr. Lewis appeared to defend. It appears that the Chinese constable was found in a house when he was supposed to be on duty, and, what was more, he was found together with his Service revolver. Sergeant Murphy said that he had been requested by Mr. A. King (A. S. P.) to ask for a bail of \$200. Mr. Lindsell: "was he there for an unlawful purpose?" Mr. Lewis: "He may have been taking rest." Mr. Lindsell: "I am opposed to the question of a bail of \$200. \$200 is very excessive." Mr. Lewis: "It is really very excessive." Mr. Lindsell: "I think I will make it \$100. The case is remanded till Thursday, the 20th, bail \$100."

LEAVING SHANGHAI.

The resignation of Mr. R. H. R. Wade, Deputy Assistant Superintendent of Police (Specials) on his approaching departure from Shanghai has been accepted with regret by the Municipal Council.

WINGARNIS
THE WINE OF LIFE

THE "TELEGRAPH" IS THE FEATURE PAPER.

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On MONDAYS for
"CURRENT COIN"
On TUESDAYS for
"AN ISLANDER'S DIARY"
On WEDNESDAYS for
"MODERN MODES"
On THURSDAYS for
"MUSICAL JOTTINGS"
On FRIDAYS for
"ROBBIE'S LETTER"
On SATURDAYS for the
"PICTORIAL SUPPLEMENT"

SOMETHING FOR EVERYBODY

Note the day on which you
wish to secure a copy.

BILLIARDS.

LAST NIGHT'S MATCH.

In the Open Billiard Championship of the Colony last night, at the V.R.C. C.S.M. Barker met Mr. W. R. Neighbour, the latter winning easily by 400 to 298. The winner played a very consistent game, scoring almost every time he went to the table. C. S. M. Barker was not up to his usual form and experienced a deal of bad luck. The winner's best breaks were 33, a few of 25 and several of 20, whilst the loser's best efforts were 23 and a few 20's. To-night Mr. W. E. Crocker and Mr. S. Gray meet.

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These Tablets are a remedy for constipation, indigestion, colic, diarrhoea, simple fever and worms. They make teething easy, break up colds, promote restful sleep, good appetite and regular development.

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WINGARNIS
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NOTICE.

DAIRY FARM NEWS.

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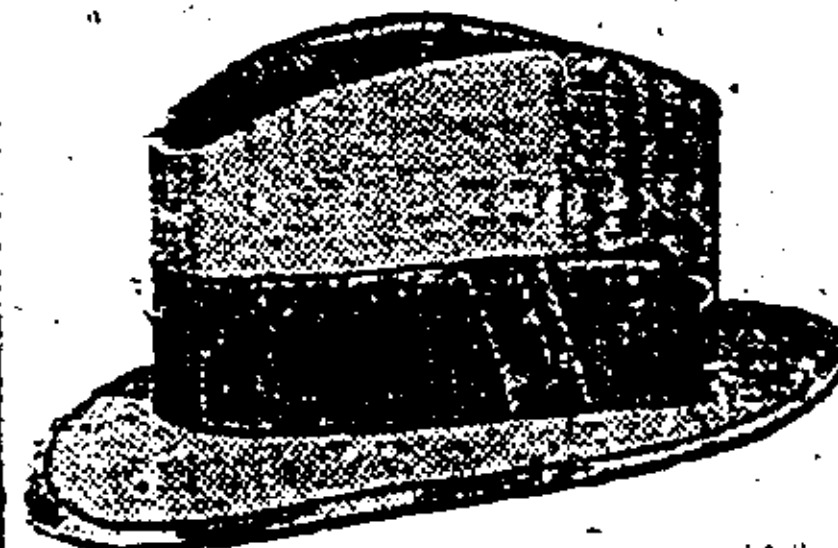
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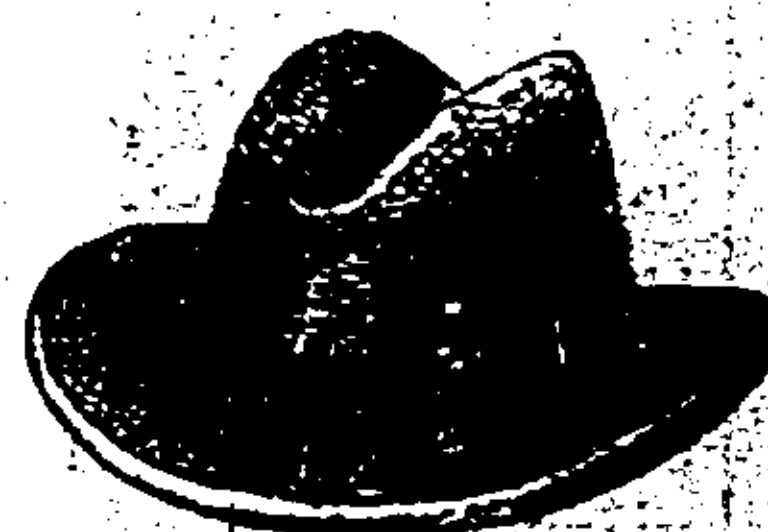
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S.S.	leave Hong-kong about	Due Marseilles about	Due London about
NORA	23rd February	30th March	8th April
NOVARA	12th March	17th April	26th "
NELLORE	9th April	15th May	24th May

FOR SINGAPORE, COLOMBO & BOMBAY.

S.S.	leave Hong-kong about	due Bombay about
DUNERA	17th February	4th March
HEJAZ	—	9th March

FOR SHANGHAI, MOJI & KOBE Etc.

S.S.	leave Hong-kong about	due Shanghai, Moji & Kobe
NOVARA	—	—

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EMPERESS OF JAPAN	12 March.	2 April.
EMPERESS OF ASIA	27 March.	14 April.
MONTEAGLE	5 April.	29 April.
EMPERESS OF RUSSIA	24 April.	12 May.
EMPERESS OF JAPAN	7 May.	23 May.
EMPERESS OF ASIA	23 May.	9 June.
MONTEAGLE	10 June.	4 July.
EMPERESS OF RUSSIA	19 June.	7 July.
EMPERESS OF JAPAN	2 July.	23 July.
EMPERESS OF ASIA	17 July.	4 Aug.
MONTEAGLE	20 Aug.	13 Sept.

For particulars regarding passage fares, outfit and reservations of accommodation, also insurance of cargo and passengers, apply to
P. D. BUTTERLAND,
General Agent, P. & O. S. N. Co.,
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Regular Service Between
SHANGHAI and JAPAN PORTS

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The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Sept. 24, 1917. Agents.

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Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons Each.

Hongkong to San Francisco.

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon.

S.S. "COLOMBIA" 26th February.

S.S. "VENEZUELA" 26th March.

S.S. "ECUADOR" 23rd April.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS and Large Comfortable State-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the cuisine, and the attendance on passengers can't be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.

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Apply to :-
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SHIPPING.

NIPPON YUSEN KAISHA.
(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination. Steamer & Displacement. Sailing Dates.

SHANGHAI, KOBE & YOKO-
HAMA
*Iyo Maru T. 12,330 (SATUR., 22nd
Feb. at 11 a.m.)
*Shidzuoka M. T. 12,580 (WED., 19th
Mar. at 11 a.m.)

NAGASAKI, KOBE & YOKO-
HAMA
*Nikko Maru T. 9,600 (MON., 31st
Mar. at 11 a.m.)

SHANGHAI, MOJI & KOBE
*Taisho Maru T. 7,000 (TUESDAY,
18th Feb.)

LONDON or Liverpool via Singa-
pore, Malacca, Penang, Colombo,
Suez and Port-Said
*Mishima M. T. 13,590 (FRI., 21st
Feb. at 11 a.m.)
*Sado Maru T. 12,560 (SAT., 22nd
Feb. at 11 a.m.)

MELBOURNE via Manila, Zam-
boanga, Thursday Is., Towns-
ville, Brisbane & Sydney
*Kamakura M. T. 12,410 (WED., 26th
Mar. at 11 a.m.)
*Tango Maru T. 13,760 (THUR., 20th
Feb. at 11 a.m.)

NEW YORK via Shanghai, Kobe,
Yokohama, San Francisco and
Panama Canal
For date of sailing apply at
the Company's Office.

BOMBAY via Singapore, Malacca
and Colombo
*Hwah-wu T. 8,000 (THURS., 20th
February)
*Yubari Maru T. 8,000 (Beginning of
March)

CALCUTTA via Singapore, Pen-
ang and Rangoon
*Akita M. T. 8,000 (Beginning of
March)

HONGKONG-VICTORIA, S.C.-SEATTLE VIA MANILA, SHANGHAI,
NAGASAKI, KOBE, YOKOHAMA AND YOKOHAMA.
*Fushimi Maru SATUR., 22nd Mar. at 11 a.m.
*Suwa Maru MON., 5th May, at 11 a.m.
For further information apply to
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

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SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Fast and luxurious mail steamers.

Sailings from Hongkong—Subject to change without notice.

Steamers. Leave Hongkong. 18th Feb. from Yokohama.
KOREA MARU 27th March.
SHINYO MARU 27th March.
KOREA MARU 22nd Apr. from Yokohama.
NIPPON MARU 20th Apr. from Yokohama.
KOREA MARU 22nd May from Yokohama.
KOREA MARU 3rd May.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SANTIAGO, CHILE,
BALEA, CALAICO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.
Steamers. Leave Hongkong. 21st March.
ARICA MARU 3rd May.
SANTIAGO MARU 15th July.

Ships are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the P&O.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
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The s.s. "BLOEMFONTEIN"

will be despatched for:-

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(15,000 tons, American Registry) (10,000 tons, American Registry)

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"NANKING" "CHINA"

March 27th, 1919. April 24th, 1919.

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JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.FOR LONDON.
S.S. "KALOMO" Sailing about February.
For particulars of sailings shippers are requested to approach
he undersigned.
Steamers proceed via Cape of Good Hope.
Subject to change without notice.
or to REISS & Co. Canton
HONGKONG, Jan. 2, 1917.
General Agents.

SHIPPING NEWS.

U. S. TRADE FLEET.

Mr. Edwin A. Hurley, chairman of the United States Shipping Board, announced recently that the Board had decided to create a permanent world organization for the purpose of handling the Government trade fleet with the greatest effectiveness. He said: "We will open immediately offices in London, Paris and Rome. From these centres we will direct twelve other offices, such as Shanghai, Yokohama, Bombay, Genoa, Buenos Aires, Rio de Janeiro, Valparaiso, Rotterdam and Antwerp." Mr. Hurley explained that the main purpose of this organization would be to route the vessels most advantageously, providing quick turn-arounds.

SEATTLE EXTENSIONS.

Seattle's first big after the war construction enterprises—building of \$2,000,000 port terminal extension at Smith Cove—is under way. When hostilities ended the capital issues committee at Washington granted permission for the work to proceed, which will add another immense harbour facility capable of accommodating the expected increase in trade between the U. S., the Orient, and rehabilitated Russia.

INDO-CHINA S. N. CO.

The Indo-China S. N. Co. decided to reopen the Calcutta line, which had to be abandoned owing to the requisition of the steamers with five ships from the commencement of the year. Three of the released ships will also be placed on the Shanghai-Hongkong line which has hitherto been operated with the smaller ships left to the Company by the Shipping Controller.

HONOLULU HARBOUR.

Plans contemplating extensions and improvements of Honolulu's harbour system involving the expenditure of \$9,250,000 have been approved by the Board of Harbour Commissioners and the Chamber of Commerce and will be forwarded to Mr. J. H. Rosseter, Director of Operations of the United States Shipping Board.

BIBBY LINE CAPTAIN DEAD.

The Ceylon Times announces the death of Captain W. J. Sturgess, of the Bibby line. Captain Sturgess was in command of the Warwickshire when she left Ceylon in March of last year and was torpedoed off Bizerta. He decided to run the ship into Bizerta harbour, and beach her there, which hazardous feat he accomplished successfully, displaying that courage and fine seamanship which he was well known to possess. It is believed that on that occasion Captain Sturgess suffered injury, probably during the torpedoing of the ship, and he had been in hospital under treatment ever since. Captain Sturgess was a man close upon 50 years of age and the whole of his life had been spent in the mercantile marine. He was a Chief Officer in the Company's service more than 20 years ago. In 1904, when Captain Burnett retired, Captain Sturgess was given the command of the Warwickshire and to his first love he remained true to the end. Captain Sturgess during the war made numerous journeys; though the Warwickshire was menaced by submarines and other craft he succeeded in escaping damage, until the unfortunate torpedoing off Bizerta.

FLOURISHING COMPANY.

The Orient Steamship Company of Copenhagen, which was started in 1915, and now has a capital of kr. 10,000,000 has, since its incorporation, been able to form a reserve fund of kr. 6,000,000, a sinking fund of kr. 1,000,000 and, in addition, has written kr. 8,000,000 off the book value of its eight steamers for depreciation. For last year a dividend of 75 per cent. was paid.

THE P.M.S. CO.

The Pacific Mail Steamship Company announces that the three new U. S. Shipping Board vessels, which will augment their regular service within the next three months, will permit of a service with an interval of approximately 10 days between sailings dates.

SWEDISH SHIPS FOR AMERICA.

Four steamers belonging to the Graensberg and Oxelostund Company, which were laid up during the war owing to the U. S. boat campaign, have now resumed traffic with South America in order to fetch food supplies.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
PAKHOI & HAIPHONG	Kaitong	20th Feb. at 10 a.m.
SHANGHAI	Sunling	20th Feb. at noon.
TAO W'WEI, C'FOO & T'SIN	Haidchow	20th Feb. at 4 p.m.
SHANGHAI	Yingchow	32nd Feb. at 3 p.m.
SHANGHAI	Sinkiang	15th Feb. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

Telephone No. 36.
Hongkong Feb. 18, 1919.

BUTTERFIELD & SWIRE.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tilpanas	Java	in port	24th Feb.	Java
Tilwong	Java	18th Feb.	—	—
Tilmanock	Java	22nd Feb.	27th Feb.	Shanghai
Tilini	Java	23rd Feb.	—	—
Tilatap	Macassar	8th Mar.	12th Mar.	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailan	A. H. Stewart	TUES. 18th Feb. at 1 p.m.
Hailong	J. W. Evans	TUES. 25th Feb. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SHANGHAI	Yusang	Wed., 19th Feb. at d'light.
SHANGHAI	Koonshing	Thur., 20th Feb. at d'light.
HAIPHONG	Taksing	Thur., 20th Feb. at 8 a.m.
SINGAPORE & Penang	Van Waerwijck	Thur., 20th Feb. at 3 p.m.
MANILA	Loongshang	Fri., 21st Feb. at 3 p.m.
MENTAINE	Chipsing	Sat., 22nd Feb. at d'light.
MANILA	Yuenang	Fri., 28th Feb. at 3 p.m.
STRAITS & Calcutta	Yalshing	Sat., 1st Mar. at 3 p.m.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "VANDALIA" and "VITA" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified surgeon.

SINGAPORE LINE.—The s.s. "VAN WALKWICK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, including a through ticket can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

Cargo taken on through Bills of Lading for: Kaitong, Haidchow, Tientsin and Lohai Dair.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Waihai and Chien.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

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We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

NOTICES

[illegible]

SHAMSEEN MUNICIPAL COUNCIL.

THE ANNUAL MEETING.

(From Our Own Correspondent.)

Shamseon, Feb. 17.
The annual general meeting of the ratepayers of the British Concession of Shamseon, Canton, was held this afternoon at 5 o'clock at H.B.M. Consulate. H.B.M. Consul-General (Mr. J.W. Jamieson, C.M.G.) presided.

The report was moved for adoption by the Chairman of the outgoing Council, Mr. H. Sutton. In a few words he briefly referred to the health of the Concession for the year under review, which owing to the careful attention and study of conditions that prevailed, was considered very good. The restriction placed upon the Chinese, of carrying lights, had been now rescinded. It was considered not needed and the order had been cancelled. The water-works were quite satisfactory and he was able to report that there is now no brackish water as was the experience in previous years. As to the Cemetery, only two burials had taken place during the period of the report. The general appearance of the Cemetery had improved greatly, much time and attention being given to the work, and credit was due to Mr. Wm. Farmer in this regard. The accounts were now in order; they have been rearranged and put on a round basis.

Mr. Sutton then moved the adoption of the report, which, on being seconded by Mr. D. Forbes, was passed unanimously.

LEGISLATION FOR 1919.

The Consul-General mentioned that the resolutions as submitted gave a very good idea of the work being put forward and enabled anyone to gather a definite idea and be able to discuss the various points individually if he so desired.

Mr. Sutton, in a few words, which created a good impression, cited that the items Nos. 1 to 9 dealt with financial matters and by the Estimates before the meeting for the year 1919, all ratepayers could gather that the amount of work entailed to draw up the report was considerable. The item he wished to draw attention to was an amount for depreciation of Council property, which is a provisional measure. An amendment on the Land Tax as from that of last year is submitted, it being thought that small lots and large lots should be taxed proportionately. Hence for each and every additional 1,000 square feet over and above the minimum should be charged the extra sum of \$2.

The Clauses Nos. 1 to 9 inclusive were then proposed for adoption and seconded by Mr. O. W. Darch being later put to the meeting and passed unanimously.

No. 10 Clause—"Police Quarters: authorisation to spend approximately \$11,000 for the purpose of providing increased accommodation for the Police Force." The Chairman moved this resolution, saying the present quarters were far too small for the housing of the force.

Dr. W. Graham Reynolds, the Medical Officer for Health, in seconding the same, mentioned how necessary it was that adequate air space should be meted out in the housing of Chinese particularly, and pointed to the By-laws of the London County Council which he said were generally accepted the wide world over for ideal conditions.

Mr. James Smith asked if the Council had taken steps to have expert opinion, and estimates drawn up for this proposed building.

Mr. Sutton replied to the effect that the same had been acquired and tenders solicited from trustworthy and experienced contractors and in the opinion of the Council it was considered quite safe.

Upon being put to the vote, the expenditure for building was passed.

No. 11 Clause—"The Council sought permission to dispose of the gig-shed to the best advantage."

The Consul-General, speaking on this matter, mentioned that

stitution and a relic of the days before the motor launches.

After some discussion, which revealed the facts that the supports were in a bad state of repair and that the cost of repairing would somewhat exceed the cost of demolishing the shed, the Consul-General said he was of opinion that the gig-shed should not be disposed of as it served to regulate the boat and small junk traffic entering at that end of the canal on the north side of the island, and as some means of obtaining order should any trouble break out in the city. Incidents were cited of 1912, 1913 and 1914 from a policing standpoint, and, being proposed by Mr. Sutton was put to the vote, the count taken and was not carried.

The following By-law was submitted to the meeting:—"All persons being owners of land or house property, or any persons renting such shall furnish to the Council the names, nationality and occupation of persons to whom they may sublet the whole or any portion of land or house property owned or rented by them. The penalty for the infraction of this By-law shall be a fine not exceeding \$50."

The Chairman pointed out that it was the Council's duty to find out who is residing on the Concession, and proposed the By-law, which was seconded by Mr. H. Staples Smith, and passed unanimously.

The Consul-General was quite in agreement with this By-law and went on to say how in older times the Shamseon was mainly a residential quarter but was now becoming a place of crowded business houses and this By-law was a matter of necessity.

The officers for 1918 were then elected en bloc as follows:—Messrs. H. S. Smith, C. G. Fry, W. Farmer, M. A. Annette and O. W. Darch.

Mr. Sutton, in tendering his resignation after filling the post of Chairman of the Council for the past two years, thanked the Consul-General for the courtesy and assistance which had been received during his term in office, and also the members of the Council for 1918.

The Consul-General, in replying, thanked Mr. Sutton for the compliment paid to himself and staff and the assistance rendered to the Council and the outgoing Council for their good services during the past year.

Much appreciation was expressed at the admirable way, and the amount of work accomplished, Mr. Sutton being responsible for new ideas and legislation.

The Consul-General conveyed thanks to Mr. Wm. Farmer for his services during the past two years (entering the Council at the same time as Mr. Sutton) for having introduced many new improvements in various directions—spending much time and labour on the side-paths and walks of the cemetery for the benefit of the public. He said:—"My hearty thanks are due to Mr. Farmer in connection with the prosecution of matters to do with enemy property here and the self-denying way he has carried out the matter on behalf of His Majesty's Government, and I am writing to the British Legation at Peking, to place on record his good work in connection with the enemy property."

Mr. Wm. Farmer has acted throughout as the Custodian of Enemy Property in Canton, under special instructions.

A fuller account of the meeting will appear to-morrow.

DIED OF PNEUMONIA.

The news of Mr. Zanchi's death was received with deep regret by the many friends he made in Shanghai. When the war broke out Mr. Zanchi was in business at Milan and in March, 1915, he was called to the Colours, remaining on active service to the time of his death. He took part in all the battles in which the Duke of Aosta's Army was engaged, and came out unscathed to succumb to pneumonia. Much sympathy is felt for his widow and three children and for Mr. and Mrs. E. Denegri.

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GOLF.

LADIES' SECTION.

Lady Rees Davies' Competition is to take place at Fanling on Friday, the 21st inst. The draw is as follows:—

Mrs. Hancock and Mrs. Manning play Mrs. Draper and Mrs. Lindsell.

Mrs. Kent and Miss Wilkinson play Mrs. Cassidy and Mrs. Morrison.

Mrs. Wakeman and Mrs. Montagu Harston play Mrs. A. E. Griffin and Mrs. Falconer.

Mrs. Anderson and Mrs. Arthur play Mrs. Moore and Mrs. J. W. Taylor.

Miss Denison and Miss Lander play Lady Rees Davies and Mrs. Ormiston.

Mrs. Fletcher and Mrs. Adams play Mrs. Ritchie and Mrs. Thursfield.

Mrs. McKenny and Mrs. Redmond play Mrs. Maitland and Mrs. C. B. Brown.

Mrs. Fleming and Mrs. H. Griffin play Mrs. Crawford and Miss J. Rodger.

Mrs. Ram and Mrs. Shenton.

In the event of any couple being unable to play, they are asked to advise their opponents as soon as possible so that a scorer can be provided.

RICE AND CORN.

A BIG PHILIPPINE VOTE.

One million pesos the greatest single allotment ever proposed to aid Philippine agriculture, was voted recently by the Lower House of the Legislature for the increased production of rice and corn. The appropriation of P.500,000 originally requested by the Department of Agriculture and Natural Resources for the corn production movement was increased by one-half million pesos so as to include rice production in the campaign.

Representative Bernabe de Guzman, the author of the Bill, proposes to distribute the P1,000,000 among the farmers of the islands and the various rural credit associations in the form of loans. The Bill fixes the sum of P2,000 as the maximum sum that can be awarded to any applicant.

The Department of Agriculture will take charge of the distribution of the funds and by the recommendation of the Bureau of Agriculture may authorise loans to be given to rural associations or to individual farmers.

The Department of Agriculture and Natural Resources will fix the securities on which the loans will be made. Applicants for the loans will not be required to pay interest but must show to the secretary of the Department that the money obtained will be exclusively used for agricultural purposes such as the cultivation of new lands and the acquisition of farm animals and agricultural implements.

SUBMARINE SHELTERS.

In an attempt to defeat the purpose of air attacks, the enemy built giant submarine shelters in the waters of the docks at Brugge. From local sources it is learned that 4,000 workmen were continually employed upon these structures, and an immense amount of material was accumulated for the purpose. At the time of the evacuation, eight of the shelters had been completed in No. 1 Darse, and a ninth was under construction. The shelters are made entirely of ferro-concrete. The roof, which is 11 ft. thick, is supported by some hundreds of massive concrete pillars, each 2 ft. square and 25 ft. high. German submarine officers and crews continually cursed the British airman and the incessant bombing, both by day and night. This following the heavy strain of active service undersea, so lowered their moral that they began to drink heavily immediately on their return from a cruise. It is stated on good authority that many of the German submarine officers were continually drunk during the period of their stay in Brugge.

TO-DAY'S NEW ADVERTISEMENT.

CITY HALL

WEDNESDAY FEBRUARY 19th

at 9.15 p.m.

JOHN R. SOMERS

SOCIETY ENTERTAINER—CHARACTER ARTISTE

PRICES: \$3.00, \$2.00, \$1.00.

Booking at ANDERSONS.

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H. K. & S. Banks b. 6780-55 735

MARINE INSURANCES.

Canton b. 5410

North China b. 124

Unions b. 1050

Yangtze b. 220

Far Eastern b. 135

FIRE INSURANCES.

China Fires b. 75

H. K. Fires b. 1357/80

SHIPPING.

Douglas b. 294

Steamboats b. 201

Indos (Pref.) b. 31

Indos (Del.) b. 159

Shells b. 158/

Ferries b. 38

REFINERIES.

Sugars b. 112

Malacca b. 54/

MINING.

Kailas b. 47/

Langkat b. 32/

Rams b. 2,20 ss. 10/24

Ternohs b. 4/

Urals b. 40/

Brit. Burmah b. 19/

DOCKS, WHARVES, GODOWNS, & C.

H. K. Wharves b. 115

Kowloon Docks b. 161

Shai Docks b. 135

N. Engineerings b. 24

A'nglo-Egypt b. 7/

LANDS, HOTELS AND BUILDINGS.

Centrais b. 101

H. K. Hotels b. 90

Land Invest. b. 99/ ss. 100

H'phreys Est. b. ex div. 7

K'loon Lands b. 32

L. Reclamations b. 175

West Points b. 58

COTTON MILLS.

Ewos b. 185

Kung Yiks b. 14,10

Lau Kung Mow b. 125

Orientals b. 19

Shai Cottons b. 160

Yangtze Mills b. 84

MISCELLANEOUS.

Green Islands b. 8,9 ss. 9

Borneos b. 12

China Light & P. b. 5

Providents b. 8

Dairy Farms b. 28

H. K. Electrics b. 77/

Macao Electrics b. 34

Ropes b. 24

Trams, Low Level b. 790

Trams, Peak, old b. 70

Trams, Peak, new b. cte. 70

Laundries b. 2,60

Steel Foundries b. 12

U. Waterboats b. 12

Watsons b. 16

Wm. Powells b. 24

Wiseman's b. 25

Hongkong, February 18, 1919.

R. H. K. YACHT CLUB.

RACING YACHTS.

The following of the series of the Club Championship events of the season were sailed off on Saturday:—

HANDICAP CLASS.

Event No. 6. Course:—

Lyemun Beacon (P), Kowloon Rock (S), Lyemun Beacon (S), Distance 9.2 Miles.

Yacht H'cap on Course Finishing Time Corrected Time

M.S. H.M.S. H.M.S.

Dione over 1.32 4.55.55 4.53.27

Rolls " 1.32 4.58.08 4.53.38

Jennica Rec. 1.32 D.N.S.

Diana " 1.34 D.N.S.

Colleen " 1.34 D.N.S.

Dorothea " 6.08 5.01.12 4.55.04

Position for Race to Date

(1) Dione ... 7 36

(2) Dorothea ... 4 21

(3) Rolls ... 4 20

Diana ... 20

Jennica ... 20

Colleen ... 20

Dione ... 20

Dorothea ... 20

Rolls ... 20

Jennica ... 20

Colleen ... 20

Dione ... 20

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Dorothea ... 20

Rolls ... 20

Jennica ... 20

Colleen ... 20

Dione ... 20

Dorothea ... 20

Rolls ... 20

Jennica ... 2



CONDOR LAMPS

STRONG AND DURABLE
MADE IN HOLLAND.

THE CONDOR DRAWN WIRE LAMP.

The ever-growing success attained by the drawn wire lamp, manufactured by Condor Metal-Filament Lamp Works, Ltd., at Venlo, is the natural result of the great advantages, both as regards lighting power and durability which they offer to the consumer.

The Condor Works make their lamps of Wolfram metal, that is drawn mechanically into thin flexible and extremely strong wires. The wire thus drawn can much better withstand shocks and jolts than the wire made by the old method. Nor does the Condor Drawn Wire Lamp break in the carriage. So much for its durability.

In order to judge of its lighting power, it is only necessary but once to work, write or read by the light of the Condor Drawn Wire Lamp. The fine clear white light—the most telling recommendation—will make you a staunch believer in the Condor Drawn Wire Lamp.

These lamps are particularly strong, as they are made of drawn Wolfram metal filament. Improvements in the method of manufacture are continually being added, whereby not only the resisting power of the wire is increased but also the duration of burning. The number of burning hours is already well over a thousand, so that the Condor Lamp proves to be an electric lamp par excellence.

The Condor Lamp Manufacturing Company, Ltd.
Venlo (Holland).

SOLE AGENTS:

HOLLAND PACIFIC TRADING CO.,

POWELL'S BUILDING.

SPREAD OF CRIME IN THE COLONY.

A STUDY OF ALL FACTORS.

Have We a Full-Staffed Police Force?

[Special to the "Hongkong Telegraph."]

A time comes in the history of every community when it must take stock of its ideas and of its working arrangements and how far they meet the needs of the ever-changing conditions in which, in this moving age, we have arrived for Hongkong. We have lived for so long in the old routine, that most of us probably do not realise that any need for a change exists. But for those who have eyes to see, the evidence is plain on every side. What, for example, could be more damning than the present wave of criminality that is blowing over the Colony? Here we are with a problem which is absolutely staring us in the face and we do nothing to solve it. A good deal has been said of the limitations of the Police. It will be time enough to talk of our limitations when we have reached them. The art of thieving appears to prosper just now in Hongkong in all parts of the Colony. House breaking, armed robberies, pocket picking and tricking of various kinds with the object of theft are matters of constant occurrence. Even the ships in harbour and the docks are a prey to the evil hands of thieves.

SOME STATISTICS.

"A judicious man," says Carlyle, "looks at statistics, not to get knowledge but to save himself from having ignorance foisted on him." Whether this be a sound conclusion or not, it must strike one as an essential point that the statistics in question be reliable. The Hongkong Police estimates for 1918 were for a force of 1,225 men, to be split up as follows:—Europeans 159, Indians 481, Chinese 408 (land force), Chinese 180 (water police). The real strength today is 1,227 men, but they are distributed as follows: Europeans 147, Indians 415, Chinese 485 (Land Police) and Chinese 180 (Water Police). The European strength of 147 comprises 59 men on active service, therefore, consists of 91 men. As we know, the percentage of the Hongkong Police losses last year was almost equal to those of the forces on the Western Front. Four members were murdered in cold blood last year. It cannot be said that we have a strong Police

and their present strength leaves much to be desired. As matters stand today, taking only the regular Police into our calculations, there is one policeman to every thousand inhabitants of the Colony. The proportion of the Police to the population is very low.

At present, the Police Force is undermanned, inadequately equipped and insufficiently paid. A cheap police is a source of danger not only to the administration but to the community at large. Unflattering comparisons are frequently drawn between the London and Hongkong Police, and we are often told that if we could achieve the same degree of efficiency as the London Police we should not have to complain of lack of support from the public. But apart from important differences in the material the high standard of excellence achieved by the London police is due to a recognition of the fact that an efficient police costs money. The Metropolitan Police alone costs close on three million pounds sterling a year to maintain.

BADLY PAID.

The Police here are the lowest paid compared to any branch of the Civil Service. A European bobby after twenty-two years' experience draws £250 a year. This is less than \$250 a month. He gets free lodgings, fuel, an entertainment hall, and a few tit-bits, but that is not a sufficient reward to a person after twenty years' service, during which he has to expose his life to very great dangers. The policeman's duties are most arduous and most dangerous. The highest salary that he can aspire to is £260 a year, and the writer is told that not more than one per cent. of the men ever enjoy a pension at this salary. An Inspector is supposed to have a general knowledge of the Ordinances and laws of the Colony, and must be able to deal with any case that may be brought to the charge room, from an unlicensed hawk to a murderer. An Inspector is, therefore, a walking legal lexicon, or, to put it more humorously, an "Enquire with-in upon Everything." No other department has to perform such a tremendous amount of night duties as those which devolve on the Police. The question is:—Does the Police offer any attractions? There is, no doubt, a good deal of drudgery in Police work, which is the case with all callings. On the other hand, there is an enormous and absorbing degree of human interest attached to the work. To those who are attracted by the difficulties of a problem and prefer to scale the heights rather than to crawl along the plain, in security a police

career should present a strong appeal. The police officer is not only concerned with the sensational crimes reported in the newspapers, and though this will provide much material for the analytical student of men and manners, it is in the field of more humdrum occurrences that the observant mind will reap its richest harvest. There is first the little body of men under his command—men responsive to kindly and intelligent treatment.

DIFFICULTIES OF DETECTION.

It is too easy to condemn. There is no life that is so delicious as that of a critic or a leading member of the opposition to thunder forth accusations against bodies, to show up the worst side of everything that is produced, to pick holes in every coat, to be indignant, sarcastic, jocular, moral or to crush with open calumny. The writer has no desire to be a carping critic. The Hongkong Police is a splendid force and one that every Islander must feel proud of. It has a fine record of silent work accomplished. There has been a great improvement in the Police Force in recent years, due to improved supervision and to the growth of a healthy public opinion in the upper ranks of the service and a gradually increasing feeling that dishonesty is wrong in itself, that it is bad form and conduct and becoming a Policeman. The attacks on the Police are the result of ignorance. Beyond all possible doubt there has been a vast improvement in the general standard of police work. The Police in Hongkong enjoy the confidence of the public.

The first function of a Government is to enforce law and order and to suppress violence and crime. At the present time, the Government does not always succeed in adequately discharging this primary duty. A good number of serious crimes, unfortunately, go undetected and unpunished. It is safe to say that in almost every such case a genuine clue is unobtainable. If the Police only knew where to look for information, they would easily get it. The difficulty in getting on the right track usually springs from the fact that the people who are in possession of information engage in a conspiracy of silence to divulge nothing of what they know. There is no body of public servants more liable to attack in the Press, on the platform and in Court than the Police and none so unmerited. It is extraordinary how in times of trouble all law-abiding people turn to the Police for help.

If the intelligence and honesty of the investigating officers have improved greatly of late years, the same

intelligence and resourcefulness of the Chinese criminals increased, probably in considerably greater measure. The facilities for the rapid movement of criminals by rail and water are many, and this is practically the greatest drawback to a successful detection. It is very difficult at present to detect crimes as before the crime is reported to the Police trains or boats have already left with the criminals and booty for Canton or Macao. This is almost always the case. These men, after they have spent their ill-gotten wealth, return to the Colony as "innocent children" looking for work. The frequency with which women have been found with arms shows distinctly that females are acting in close conjunction with these criminals, for the purpose of taking firearms in and out for the robbers.

There is a monotonous cowardice about the sordid lawlessness that has recently been experienced in the Colony which is unredeemed by a single spark of the chivalry of rebellion or the romantic generosity of the highway robber. The abnormality of our present crime sheet is principally traceable to the disbandment of Chinese troops which has cast upon our shores a large number of undesirables, of whom it is difficult for our Police to trace. When they are traced they are banished, but we know full well how soon our banished return, and are always "accidentally" discovered.

PERMITS NEEDED.

The only way, we think, that the problem could be tackled is to institute a system of permits for all Chinese coming into the Colony from Canton and Macao and going out of the Colony. We are told that this would require a large Police staff. The question raised is admittedly a big one. There is no doubt that if such a system of issuing permits were introduced it would help considerably in the detection of crime. The task of searching Chinese passengers who arrive in the Colony by boats would be colossal and a regiment of at least three to four hundred policemen would have to be secured to do the job, and even then the work would possibly not be very carefully done, as it would be very hard to strip one and all to see whether they have in their possession or in their luggage any arms or ammunition. Boats come into Hongkong and at all times of the day, from early morning till midnight. The small search party of Police of the 22 robbers only 2 that is at present entrusted with examining the luggage after 9 p.m. The Light and

EARLIER TELEGRAMS.

THE ALLIED WAR COUNCIL.

DEALING WITH GERMANY.

Paris, Feb. 8. The meeting of the Supreme War Council at Paris yesterday was undoubtedly extremely important and was to concert means of checking the arrogant German spirit which is again arising. The Supreme Council was attended by the Military and Financial advisers, including Marshal Foch and Admiral Wemyss. The Council noted especially the delay in handing over merchant ships as a warning that very strong terms will be necessary when the armistice has to be renewed on February 17. The suggestion is that the Allies should occupy Essen. The impression in French circles is that Germany has tried deliberately to hoodwink the Powers as to their resources. The Germans are not short of food as they pretended and are therefore reluctant to hand over merchant ships for conveying provisions from America. Highest French military circles suggest that the Peace Treaty should for ever prohibit the Germans from maintaining troops, arms and fortifications on the left bank of the Rhine and the existing fortresses should be dismantled.

MARSHAL FOCH'S WARNING.

Paris, Feb. 8. Marshal Foch in a report to the Supreme War Council has issued a warning regarding the possibility of a renewal of the aggressive spirit by Germany. The Council discussed the new armistice terms and suggested they should include the handing over of the whole of the German artillery, the occupation by the Allies of Ruhr district, including Essen, the compulsory reduction of the German army to 25 divisions, with machine guns for the internal police of the Empire. In important debates on these proposals the further suggestion was made that the Allies should revert to the initial demands for handing over transport which were modified on account of Germany's plea of impossibility. The Council adjourned until Monday.—Havas.

CROSS-CHANNEL FLIGHTS BEGUN.

Paris, Feb. 9. Farman's aerobus 60, christened Goliath, made its first successful trip across the Channel yesterday, starting at Versailles and landing at Croydon in spite of the keen wind blowing and carried 14 passengers. The air route to India is expected next Summer with a regular bi-weekly service of mails and passengers. The Cairo-Calcutta trunk air line to India in the future will be Croydon, Brussels, Cologne, Moscow, the Caspian Sea, Herat, Kan, Dahar and Multan.—Havas.

COST OF LIVING IN FRANCE.

Paris, Feb. 8. Representatives of the City of Paris have interviewed M. Clemenceau urging the necessity of drastic steps to reduce the cost of living. He promised the erection of a large number of stalls in Paris where provisions would be sold at bedrock prices.—Havas.

FAMOUS DOCTOR'S DEATH.

Paris, Feb. 9. Dr. Blanchard the leading French authority on parasites and tropical diseases has died at Paris at the age of 62.—Havas.

THE FRENCH BOURSE.

Paris, Feb. 9. On the Bourse Ottoman petroleum markets are brisk. The tone throughout is steady. French rentes are in demand.

Paris, Feb. 8. There are big demands on the Bourse for Russian stocks. French rentes are quiet.

per head. There are the Canton boats, the West River boats, boats from Macao, the coast vessels and steamers coming from Japan, the Straits Settlements, Australia, America and other parts of the world. If every passenger were to be carefully searched, it would cause great annoyance; besides, entailing the creation of a large force for the work, which must necessarily be a great drain on the Colony's revenue.

AN OLD ORDINANCE.

Owing to the great increase of crime, some enquire whether it would not be worth the while of the Government to consider the desirability of bringing into force the Light and Pass Ordinance, which was suspended in 1898. The Captain Superintendent of Police in his report to the Government, dated February 10, 1898, thus satisfactorily alludes to the suspension of the Light and Pass Regulations:—"On the 8th June, the Light and Pass Regulations were suspended on the recommendation of the Registrar-General and myself. The result has been exceedingly satisfactory. The principal night-time crime, burglary, shows an increase of only eleven cases in 1897 over 1896 and no increase over 1895—there being forty-two cases of this crime reported in 1895 and morning till midnight. The same number in 1897. While the small search party of Police of the 22 robbers only 2 that is at present entrusted with examining the luggage after 9 p.m. The Light and

commission of the other twenty cases. The number of persons arrested for breach of Light and Pass Regulations in 1895 was 1,296, in 1896 3,477, and in 1897, 150. On 11th January, 1898 the Governor-in-Council ordered that no Chinese shall be at large within the city of Victoria between twelve (midnight) and sunrise, without a pass, and on the same day Order-in-Council of the 8th September, 1871, as to lights was repealed and Chinese were required between the hours previously mentioned to carry lights, one lamp or lantern being sufficient for any number of persons not exceeding twelve belonging to the same party. The latter order, however, was revoked on the 20th January as regards Chinese "not being holders of annual or special passes."

The recent wave of criminality and the celerity and boldness with which the robbers have committed their depredations in the heart of the Colony in broad daylight, particularly among Chinese merchants and shopkeepers, who seem to be the favourite prey of the bandits, call for some special measure on the part of the Police, and the statement that the Police are armed during the day with revolvers has been received with relief and satisfaction. Armed police are sent round the more important thoroughfares. The main street, formerly a shadowy lane, is now brightly

COMMERCIAL NEWS.

A "FREE PORT" FOR MANILA?

The Philippines is a well printed and illustrated monthly devoted to the commercial, industrial and scenic resources of the Islands. In the February number there is an interesting article showing the trend of opinion in the matter of "freedom of trade" in a port: Looked at from any possible angle, a "free port" for Manila is an absolute necessity. The Philippine Islands are a natural entrepot, lying, as they do, at the intersection of main travelled roads of international commerce. Blessed, as they are, by nature with a strategic geographical position, nothing but gross neglect of their opportunity can prevent the Islands from enjoying an enormous revenue from the transshipment of goods within their ports and the foregathering of the world's commercial navies in their ample harbours. It is fortunate that there are men in the Philippine Legislature who appreciate the importance of immediately making provision for accommodating the commerce that will be seeking convenient transshipping points, in the Far East, soon after the establishment of peace. The Bill presented by Representative Vamenta and Aunario in the lower house of the Legislature, on November 27, is timely. It is to be hoped that, before this issue of The Philippines reaches its readers, the main features of that Bill will have become law and that the Islands will have, in Manila, a "free port." The trade of Asia is destined to become of more and more importance as the years go by. To the north and east of the Philippines lie great masses of population engaged in commerce. To the south is the rich producing continent of Australia with an energetic and resourceful people devoted to trade. To the west lies the Pacific coast of the United States with its ports opening toward that vast continent to reach whose shores the great Columbus dared the unknown perils of the Atlantic and found at once a round earth and a new world. The trade lines, between all these pass through or not far from Manila. The question is, will Manila open her doors to the commercial fleets that follow these trade lines, and accept the tribute they must inevitably bring? To put it in other ways, does Manila desire to get on the trade map of the world? Does she want to become more than the chief seaport of the Philippines, by becoming, in time, the chief international trade centre of the Orient? The opportunity is indeed golden, but neglect may convert that gold into dross. As this is written, the responsibility for grasping or neglecting that opportunity lies at the door of the Philippine Legislature.

SWEDISH IRON INDUSTRY.

According to official statistics now available, although production in several cases is smaller than during the preceding year, the financial result of the Swedish iron industry on the whole is satisfactory on account of the higher prices realised. The production of iron ore amounted to an aggregate of 6,217,172 tons against 5,986,298 tons for the previous year, but the value rose from about 69,500,000 kronor in 1916 to about 84,000,000 kronor in 1917. To production of pig-iron showed an increase, the total for last year being 828,969 tons, against 732,734 tons for 1916. The value of the pig-iron made rose even more than the production, the price having been nearly doubled in the course of the year; the aggregate value for 1917 was 233,800,000 kronor, against 114,700,000 kronor for the preceding year. The production of bar iron and steel receded some 29,000 tons, and nail and other fine iron about 1,400 tons, and solid tubular material by some 8,700 tons. The total aggregate value of the production of the Swedish iron and steel work during 1917 is put at 321,700,000 kronor, against 243,900,000 kronor for the preceding year.

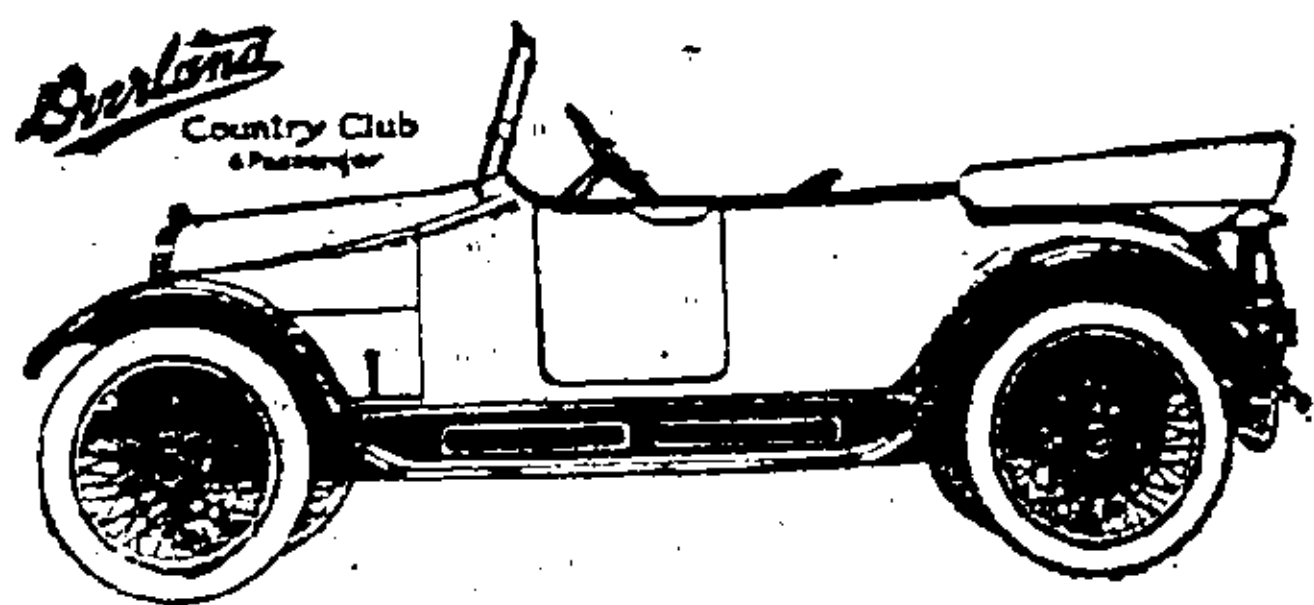
by the need for increased vigilance in all directions to watch the more subtle and covert methods that were brought into play.

DRAGON MOTOR CAR COMPANY,

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Country Club
& Parkway

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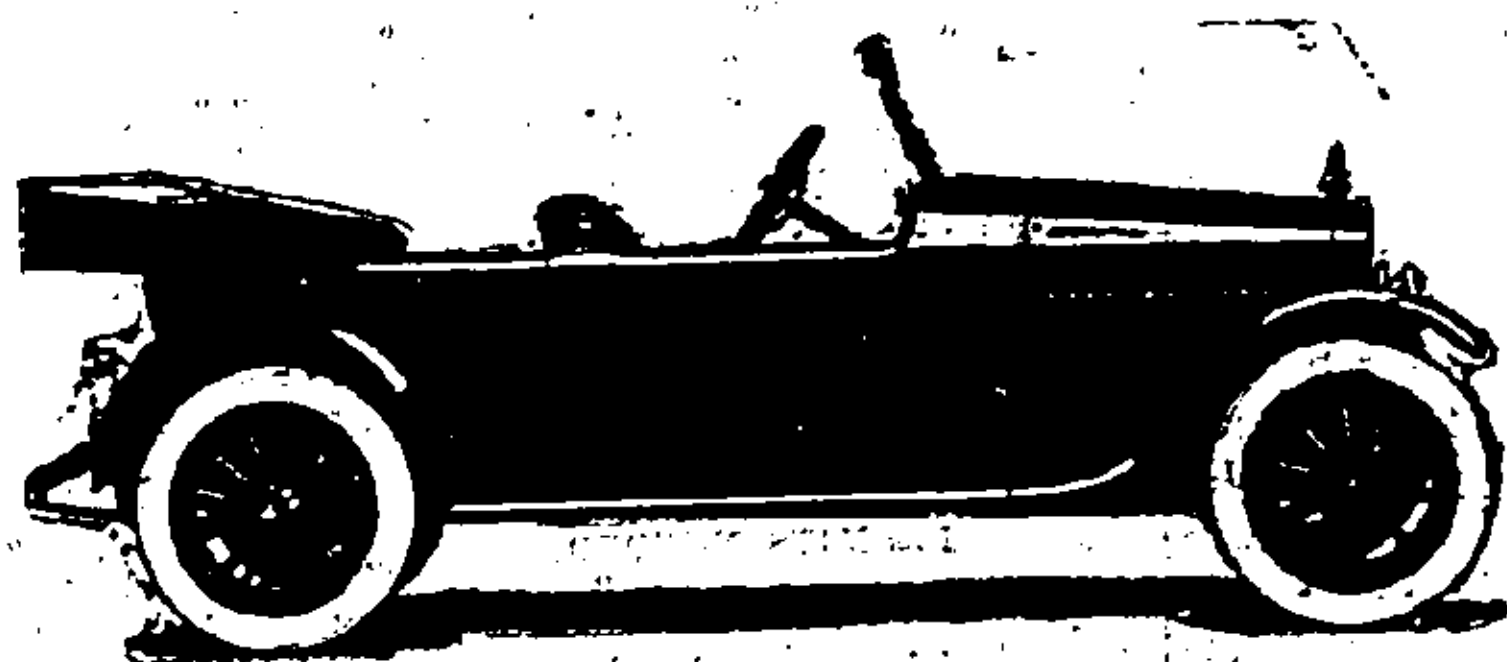
Sole Distributors for

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Elgin Motor Cars.

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A New Shipment of CHANDLER and OVERLAND
Motor Cars have just arrived.The Public are cordially invited to inspect these
latest models at our Show Rooms.No Hills
too Steep:No Sand
too Deep

For these Cars to Climb or Plough through.

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ARCHITECTS and SURVEYORS,
King's Building,
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Bentley's, Omnibus and Private.

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REINFORCED CONCRETE WORKS:

Road and Railway Bridges, Bunds, Wharves, Weirs, Retaining Walls, Dams, Industrial Buildings, Towers, Tanks, Godowns, Frameworks, Culverts, Vaults, Floors, Roofs, Piles (hollow and full), all lengths and sizes, Soles and Foundation platforms, Chimneys, Poles for supporting Telegraph and Telephone lines and carrying Electric Light and Power.

COMMISSION, IMPORT & EXPORT:

Industrial materials for railways, factories, mines, iron, steel, pipes, angle bars, steel joists, iron sheets, motors and Fichet's fire-proof safes.

REINFORCED CONCRETE IS ABSOLUTELY
FIRE PROOF AND OFFERS SUBSTANTIAL
RESISTANCE TO EARTHQUAKE SHOCK.

SOME OF THE IMPORTANT WORK ALREADY EXECUTED.

- | | |
|---|---|
| 1910.—Barracks in Thudamot for the French Government, Indo-China. | 1913-14.—Banque de l'Indo-China, Singapore. |
| 1911.—Wharves at Pulo-Bukom, Singapore, for the Standard Oil Co. | 1914.—Chartered Bank of I. A. & C., Singapore. |
| 1912.—Central Market, Saigon, super-ficial area 330 x 350'. | 1914.—Coaling Wharf at Hongay with Crane Railway, 5 tons. |
| 1912.—Bridge with swing span at Soaring Cambodia, length, 173'. | 1915.—Wharf for French Government Mail steamers in 30 ft. water, Bangkok. |
| 1913.—Water tower on pillars 30 ft. high (25,000 gals.) Saigon. | 1916.—Bridge of 740 ft. length, in 20' water, span 90 ft., Comay, Indo-China. |
| 1914.—Bridge of 350 ft. in length in 36' water, span 90 ft. at Rachgia, Indo-China. | 1917.—Railway ferry boat of reinforced concrete at Johore. |

SOME OF THE IMPORTANT WORK IN HAND.

- | | |
|---|--|
| Steamer of 2,500 tons in R. C. at Saigon. | New Godown at Kowloon, Hongkong. |
| Banque Industrielle de Chine, Haiphong. | Grand Hotel, Tientsin. |
| | Several steamers 2,000 tons, Tientsin. |

MARINE CONSTRUCTION:
Lighters (river and sea) up to 1,000 tons. Hulks, Ferry Boats, in steel, wood and reinforced concrete. Sea going ships in reinforced concrete and wood. Steamers and Sailing vessels up to any tonnage.

IRON WORK:

Frame work, machine tools, boilers, and industrial installations.

PUBLIC AND PRIVATE WORKS:

Private and Public Buildings, Factories, Godowns, Tunnels, Foundations in bad ground, by compressed air, Walls, Drains, Sewers, Churches, Hotels and Hospitals.

M. M. Brossard, Mopin and Co., shall be pleased to examine, free of charge, all technical and industrial questions and are prepared to supply specifications and plans on every kind of metallic or reinforced concrete construction which may be required. Address as above or to their agents, Wm. C. JACK & Co., Ltd., 14 Des Voeux Road, Central.

Reinforced Concrete SPECIALISTS.

HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Company will be held at the Company's Hotel, Hongkong, on FRIDAY, 28th February, 1919, at 12.15 p.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1918.

THE REGISTER OF SHARES of the Company will be closed from FRIDAY, 21st February 1919 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, 15th February, 1919.

EXCHANGE.

SELLING.

T/T Demand	3/11 1/16
30 d/s	3/11 1/16
60 d/s	3/11 1/16
4 m/s	Nom.
T/T Shanghai	132 1/4
T/T Singapore	143 1/4
T/T Japan	Nom.
T/T India	Nom.
T/T San Francisco	74 3/4
co & New York	179 1/2
T/T Marks	Nom.
T/T France	406
Demand, Paris	406 1/4

BUYING.

4 m/s. L/C	3/11 1/16
4 m/s. D/P	3/11 1/16
6 m/s. L/C	3/11 1/16
30 d/s. Sydney and Melbourne	3/11 1/16
30 d/s. San Francisco co & New York	75 1/4
4 m/s. Marks	Nom.
4 m/s. France	423 1/4
5 m/s. France	423 1/4
Demand Germany	74 1/4
Demand, New York	74 1/4
T/T Bombay	Nom.
T/T Calcutta	Nom.
Demand, Manila	151
Demand, Singapore	132 1/4
On Haiphong	Nom.
On Saigon	49 1/4
On Bangkok	49 1/4
Sovereign	6 25 Nom.
Gold leaf per oz	44 60
Bar Silver, per oz	47 3/4

SUBSIDIARY COINS

DISCOUNT PER \$100:	
H'kong 50 cts sub.	par.
" 10 "	1 1/2 % prem.
" 5 "	3 % dis.
Canton	

NOTICE.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.		
5.00 a.m.	to 8.00 a.m.	Every 15 min.
8.00 "	to 11.00 "	15 min.
11.00 "	to 12.00 noon	15 min.
12.00 "	to 1.00 p.m.	15 min.
1.00 "	to 2.00 "	15 min.
2.00 "	to 3.00 "	15 min.
3.00 "	to 4.00 "	15 min.
4.00 "	to 5.00 "	15 min.
5.00 "	to 6.00 "	15 min.
6.00 "	to 7.00 "	15 min.
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8.00 "	to 9.00 "	15 min.
9.00 "	to 10.00 "	15 min.
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12.00 "	to 1.00 p.m.	15 min.
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11.00 "	to 12.00 noon	15 min.
12.00 "	to 1.00 p.m.	15 min.
1.00 "	to 2.00 "	15 min.
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NOTICES.

THE CIGARETTES WITH THE PEDIGREE

"THREE CASTLES"

THE NEW SIZED

"THREE CASTLES"

SUPER MAGNUMS.

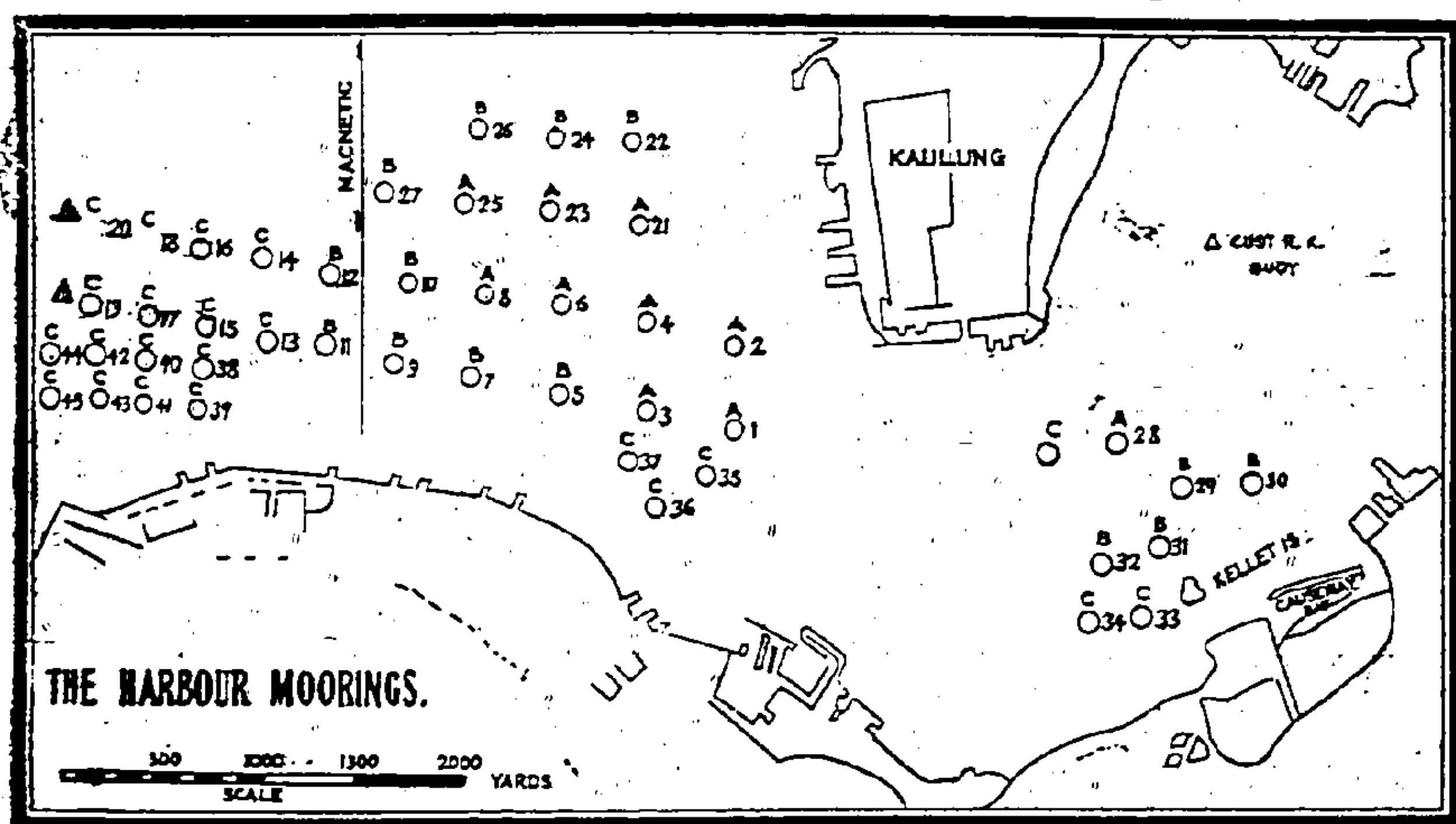
The Big brothers of the "Three Castles" family.

Sold in patent air-tight tins containing 50 Cigarettes.

ON SALE AT ALL TOBACCONISTS.

This advertisement is issued by R. W. American Tobacco Co., Ltd.

SHIPPING.



SHIPPING.

VESSELS ARRIVED.

February 18.
Taisang, 1514, Fr. Capt. Richard, Can'ton.
J. M. - Mooring - C.O.
Telmachus, 1240, B. Capt. Fraser.
Sail on Wo Fat Shai g. - Mooring - B 10.
Sunning, 1570, Br. Capt. Jones, Shanghai.
B. & S. - Mooring - A 8.
War Changer, 4145, B. Capt. Walker.
Karatu. Admiralty. - Mooring - Naval.
Wenobow, 163, Br. Capt. McDowell.
Canton, 7410, Dock.
Yeeang, 1131, Br. Capt. Anderson.
Bangkok, J. M. - Mooring - C 19.
Cornella, 515, Br. Capt. Horne, Pakhol.
J. B. Bragg. - Mooring - B 9.
Feijer, 1483, Br. Capt. Lewis, Kiba.
B. & S. - Mooring - A 21.
Tjilwong, 3 61, Dutch, Capt. Oldenburger.
Batavia, J. C. J. L. - Mooring - A 8.
Daiyo Maru, 16 5, Jap. Capt. Nakatsu.
Singapore. Carroll. - Mooring - A 4.
Tigay Maru, 3176, Jap. Capt. Fuzuno.
Batavia. O. S. K.
Canton, 1 1863, Jap. Capt. Takahashi.
Korata. E. K. F. - Mooring - B 21.

VESSELS CLEARED.

POST OFFICE.

A fee of 3d. in respect of the performance of Customs Formalities is now charged on every parcel from abroad for delivery in the United Kingdom on which British Customs Charges are payable. The fee is collected from the addressee except in the case of duty paid parcels when the amount may be prepaid by the sender.

Registered and Parcel Mail's close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

Malta and Australia - Per TAIYO M. 19th Feb.
Japan - Per MISHIMA M. 19th Feb.
Sail on Wo Fat Shai g. 19th Feb.

OUTWARD MAILS.

TO-MORROW.

Philippine Is. - Per COURAGEOUS, 19th Feb. 9 a.m.
Ph'upple Is. - Per SOBACHIM, 19th Feb. 10 a.m.
Saigon - Per MANAPOUBI, 19th Feb. 1 p.m.
Hollow - Per TAI SZE MA, 19th Feb. 5 p.m.
THURSDAY, 20th February.
Pakhol and Haloborg - Per KAIFONG, 20th Feb. 9 a.m.
Saigon - Per TE' EMACHUS, 20th Feb. 9 a.m.
Philippine Is. - Australia and New Zealand via Thursday Is. - Per K. MAKURA MARU, 20th Feb. 9.30 a.m. Letters 9.30 a.m.
Japan via Nagsaki - Per TANGO M. 20th Feb. 10 a.m.
Shanghai and China - Per SUNNING, 20th Feb. 11 a.m.
Tientsin - Per HUICHOW, 20th Feb. 5 p.m.
FRIDAY, 21st February.
Straits, Bangkok, Ceylon, Mauritius, S. Africa, India via Dhamshkodi, Egypt and Europe via Suez - Per SADO MARU, 21st Feb. 9.30 a.m. Letters 9.30 a.m.

NOTICE.

ASAHI BEER

SOLE AGENTS.
Mitsui Bussan Kaisha.

Philippine Is. - Per LOON SANG, 21st Feb. 2 p.m.

SATURDAY, 22nd February.

Straits, Bangkok, Ceylon, Mauritius, S. Africa, India via Dhamshkodi, Egypt and Europe via Suez - Per SADO MARU, 22nd Feb. 9.30 a.m. Letters 9.30 a.m.
The Parcel Mail will be closed on Friday 21st February at 5 p.m.

Shanghai & N. China - Per YINGCOW, 22nd Feb. 5 p.m.

SUNDAY, 23rd February.

Swatow, Amoy & Formosa via Kowloon - Per KALIO MARU, 23rd Feb. 9 a.m.
MONDAY, 24th February.
Java & Port Moresby via Batavia - Per TITANUS, 24th Feb. 9 a.m.
Shanghai & N. China and Japan via Kōbe - Per ITO MARU, 24th Jan. 10 a.m.

St. Paul, Bangkok, Ceylon, Mauritius, S. Africa, India via Dhamshkodi, Egypt and Europe via Suez - Per SADO MARU, 24th Feb. 5 p.m.
TUESDAY, 25th February.
Shanghai & N. China - Per SINKIANG, 25th Feb. 11 a.m.

Swatow, Amoy and Formosa - Per HAI HONG, 25th Feb. 1 p.m.
WEDNESDAY, 26th February.
Swatow, Amoy and Formosa via Takao - Per SOSHU M., 26th Feb. 5 p.m.

THURSDAY, 27th February.
Shanghai & N. China - Per SUYANG, 27th Feb. 11 a.m.

WEATHER REPORT.

February 17d. 11h. 30m. - No return from Japan and Vladivostok. Pressure has decreased considerably at Weihaiwei, and slightly to moderately elsewhere. The anticyclone has moved eastward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st 1.55 (incl. as against an average of 2.45 inches).

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong to Gap Road	E. winds, moderate; fair.
2 Formosa Channel	N.E. winds, fresh.
3 South coast of China between H.K. and Lamoo	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register, Feb. 18, a.m.

Station	Hour	Barometer	Temperature	Humidity	Winds	Direction	Force	Weather
Vietnam	8a							
Namur	3a							
Hakodate								
Kobe								
Nagasaki								
Kyushu								
Oshima								
Yokohama								
Bonin Is.								
Whaiwai	6a	29.95	54	90	se		40	
Hankow								
Ichang								
Kiukiang								
Shanghai		30.10	18	103	nsw		17f	
Gutaiag		30.14	34	100	n		10f	
Shanghai		30.01	50	85	e		2b	
Amoy		30.15	52	83			0b	
Swatow								
Taihou	5a	30.18	41	97			0b	
Yachow		30.04	45				0b	
Tainan		30.01	59				22e	4b
Koshu								
Pooten								
Canton		30.02	54	87	e		10	
H'kong		30.11	57	77	ese		3c	
Gap Road		30.00					40	
Macao		29.98	55	90	nsw		15f	
Wuchow								
Fakhol								
Hollow								
Phu Lien	7a	29.93	63	85	ene		2c	
Tourane		29.91	70		nsw		4b	
C. St. J.		29.85	75		e		6b	
Agari		29.93	74	75	ne		4b	
Dagupan								
Manila		29.87	72	89	n		1b	
Legaspi		29.57	77	85	se		4b	
Tacloban		29.85	75	91	nw		2c	
Hollo		29.54	75	83	ne		4b	
Burigao								
Cebu	4.30	29.97					10	
Luzon	6	29.73	73	91	n		60	

C. W. JEFFRIES, Chief Assistant.
Hongkong Observatory, Feb. 18, 1919.
1 Barometer, reduced to 33 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 Temperature, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation the humidity of air saturated with moisture being 100.
4 Direction of Wind, to true points.
5 Force of Wind, according to Beaufort Scale.
6 State of Weather, b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, i lightning, e overcast, r raining showers, q equally, s rain, v snow, t thunder, v visibility, w dew wet.

METEOROLOGICAL.

	Previous	Day	On date	On date
		at 10 a.m.	at 10 a.m.	at 10 a.m.
Barometer	30.03	30.01	30.01	30.01
Temperature	66	57	66	66
Humidity	64	77	58	58
Wind Direction	E. S.E.	E.	E.	E.
Wind Force	3	3	3	3
Weather	b c	b c	b c	b c
Rain	0.00	0.00	0.00	0.00
Highest open air Temp.				
Lowest				
Wettest open air Temp.				
Wettest				

H.K. Observatory, Feb. 18, 1919.

T. F. MAXTON, Manager.

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THE CARLTON HOTEL.

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18th. & 19th. February.

9.15 P.M.

Pathe American Gazette No. 25.

WILLIAM FOX

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A modern society photodrama that every woman should see and every man should study.

Last two nights of the Cottrell's Acrobatic Troupe.

Thursday, the 20th. Feb. at 5.15 p.m.
"My old Dutch" in 5 parts.Sunday, the 23rd. Feb. at 8 p.m.
"The Primrose Path" in 5 parts.

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TEL. No. 1743. CORONET TEL. No. 1743.

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CALIGULA.

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